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Planning and Civic Comment

Successor to: City Planning, Civic Comment, State Recreation

V14-15: Jan '48 — Dec '49

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FIRST QUARTER—JANUARY–FEBRUARY–MARCH

PLANNING AND CIVIC COMMENT

Published Quarterly

Successor to: City Planning, Civic Comment, State Recreation
Official Organ of: American Planning and Civic Association, National Conference on State Parks

SCOPE: *National, State, Regional and City Planning; Land and Water Uses; Conservation of National Resources; National, State and Local Parks, Highways and Roadsides.*
AIM: *To create a better physical environment which will conserve and develop the health, happiness and culture of the American people.*

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Planning Review for 1947

City Planning

We have had city planning in the modern sense, in one form or another, for American cities, ever since the turn of the century. It is true that our concept has broadened and deepened during these years and that a creditable city plan today is based on reliable social and economic information as well as on natural geographic and topographic features. We have developed a new profession of city planners who bring to our problems their technical training from many basic fields. And now, having urged a reliance on professional advice, we find ourselves striving to promote citizen participation and interest in local plans. There are those who feel that the citizens can make the plans, since they are the ones affected. This, however, is equivalent to every patient serving as his own doctor and is a direct denial of the technical training needed to produce a city plan. Probably that Harvard professor was right who declared that the final test of our Republic would depend on making the utmost use of technical skill and advice without sacrificing the essential democratic participation of the people.

The year 1947 saw a greater emphasis on the community and on community planning than we have ever had before. Just how far this is a movement stemming from communities themselves and how far it is being pressed down on communities from National and State organizations remains to be seen. At any rate, ways and means are being sought, not only to keep citizens informed of what is being proposed by their planning commissions, but, where feasible, to enlist their aid in collecting pertinent information concerning their neighborhoods, past and present, on which to base sound plans. With lively interest and activity on the part of citizens groups, plans can be better understood and projects proposed by planning commissions can receive sensible support from citizens and citizens' representatives in city councils.

Most of the larger cities have been engaged since the war in revising and elaborating their comprehensive plans and in making plans to carry out urban redevelopment laws. Chicago, Cincinnati, Detroit, Milwaukee, Newark (N.J.), Oakland (Calif.), Oklahoma City, Philadelphia, Pittsburgh, St. Louis, San Francisco and Washington, D. C. have all issued special planning reports and all are putting out some sort of coordinated plans. Citizens groups have been active in regard to these and other plans in Cin-

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cinnati, Detroit, Louisville, Oakland, Oklahoma City, Omaha, Philadelphia, Pittsburgh, St. Louis, Washington, D. C., and other places.

A good many smaller cities and towns have worked on plans and published reports, including Ann Arbor, Mich.; Chapel Hill, N. C.; Cheshire, Conn.; Dedham, Mass.; Fort Madison, Iowa; Glendale, Ohio; Highland Park, Ill.; La Jolla, Calif.; Stockton, Calif.; and Wichita, Kans.

Perhaps the most talked-of subject during the year was *street and off-street parking and congested downtown districts. Kansas City* has published a *Digest of a Parking Clinic* sponsored by the Merchants Association, the Real Estate Board and the Downtown Committee. *The Philadelphia Committee for the Relief of Traffic Congestion,* William S. Canning, Chairman, has issued a report. The *Pasadena Parking Association* has issued a *Parking Primer for Pasadena.* As a part of the Metropolitan Master Plan Study the *Cincinnati City Planning Commission* has issued an elaborate report on *Parking.* From *Beverly Hills, California,* comes a 90-page report on *Streets, Parking and Zoning,* prepared by Harland Bartholomew and Associates for the City Council. *Lansing, Michigan* has issued an Off-Street Parking Study. The *San Francisco Planning Commission* put out a pamphlet on *Parking Garages* for San Francisco. Dr. W. L. Bigham, Chairman of the *Orange County Planning Commission* presented a paper on *Off-Street Parking* at the California County Planning Commissioners Association in October, 1947.

A survey of some 30 cities indicates that many off-street parking lots are financed from municipal revenues. In some cases the revenues from parking meters are used to finance acquisition of off-street parking lots. Theodore Robinson and Gordon Whitnall issued a little handbook on *Techniques of Design for Off-Street Parking Facilities.*

A major interest of the larger cities lies in *airports.* There is a demand for substantial Federal subsidies in addition to those already available. *The Port of New York Authority* has leased *Idlewild* and *LaGuardia Airports* for 50 years and will develop them with the most modern equipment known. The number of airports increased in 1947 nearly one-fourth to 5,850, with 95,000 registered civil planes.

A number of cities are proceeding with active *urban redevelopment plans.* In *Indianapolis,* where a project was undertaken by private enterprise and was delayed by suits filed by some of the owners of property to be acquired, the Supreme Court decided against the suits, and acquisition of the property has proceeded. In *San Francisco,* the Planning Commission carried on a special study of a Western Area which has been selected for redevelopment under the *California* law.

In *Chicago* for several years, six agencies have been planning the redevelopment of three square miles south of the central business district. Michael Reese Hospital, which was located in an area where blight was yearly becoming more devastating, decided that instead of moving the hospital, it would be better to enlarge the plant and

take part in rehabilitating the surrounding area. The South Side Planning Board (unofficial), the Illinois Institute of Technology, the Chicago Housing Authority and the Metropolitan Housing Council joined in the study. The recommendations of the group were published in 1947 under the title: *An Opportunity for Private and Public Investment in Rebuilding Chicago.* Housing plays a major part in the plan. To service the 30,000 homes planned, recreational, educational and shopping facilities are to be provided.

A site of 100 acres has been acquired by *Detroit* at a cost of $3,750,000, to be sold to private builders for redevelopment. The city will contribute the parks and an expressway.

In *Providence,* the Redevelopment Agency has requested a $2,000,000 bond issue which must be submitted to the people in 1948.

A number of cities are undertaking redevelopment in scattered locations, as in *Minneapolis,* where there are many marshy lots which can be rehabilitated and made suitable for buildings, without having to tear down existing structures to make way for redevelopment. The City Planning Engineer has recommended to the Municipal Housing and Redevelopment Authority redevelopment of vacant lots, as a first step. The City Engineer also recommends a program of remodeling existing buildings.

In *Philadelphia,* neighborhood rehabilitation is proposed by the Redevelopment Authority and City Planning Commission. The Planning Commission has certified nine areas for initial development. A housing survey along the lines proposed by the American Public Health Association was made and the result was the recommendation for clearing up infected spots. Rebuilding of the blighted areas is expected to be by private builders and insurance companies. The first redevelopment project will be located in an industrial area.

One of the most important events of the year was the *Businessmen's Conference on Urban Problems,* held by the *Chamber of Commerce of the United States* on September 11 and 12, 1947. The subjects covered were: Relation of City Planning to Community Development, Traffic Congestion, Off-Street Parking and Rebuilding Blighted Areas. Evidently businessmen are being converted to planning. They are suffering from the lack of it.

The *Philadelphia Exhibit in Gimbel's Store* was one of the most ambitious undertakings in planning to reach the general public. The participation of the school children in making models and visiting the exhibit was directed by the Philadelphia Public Schools, Citizens' Council on City Planning, the Philadelphia City Planning Commission, the Redevelopment Authority of the City of Philadelphia and the Philadelphia City Planning Exhibit Committee. When these school children become voters they should know about and have sympathy with plans for their communities.

Federal City

Following the issuing of *A Six-Year Plan for Postwar Washington* by the D.C. Commissioners in 1946,

in effect a Program of Proposed Capital Improvements, there were issued in 1947 *A Report on the Problem of Urban Intersections* and *A Report on Transportation Plans for Washington.* In the preparation of these plans, the National Capital Park and Planning Commission was consulted, but many of the recommendations were made before comprehensive planning studies were completed, and they bear evidence of being specific plans unarticulated with other plans and considerations. When such plans are processed by over-all planning agencies, inconsistencies are ironed out.

In 1947, A Report on *A Parking Program for Washington* was prepared under the direction of the D. C. Department of Highways, in collaboration with The Motor Vehicle Parking Agency and after consultation with the National Capital Park and Planning Commission.

Efforts, partly successful, were made to rezone for business or spot-zone property on lower Sixteenth Street between the White House and Scott Circle. This was against the advice and counsel of the National Capital Park and Planning Commission. The result may be a wall of high buildings surrounding historic and picturesque St. Johns Church, opposite Lafayette Park. Informal proposals were put forth to place the new Senate Office Building in the open plaza between the Capitol and Union Station. This has been opposed, as out of harmony with the Plan of Washington and an alternate suggestion would be to place the new building on the block east of the present building, where it would displace a disgraceful slum and be conveniently adjacent to the main building.

The D. C. Urban Redevelopment Act authorized funds to complete and print the Master Plan. The regular appropriations in the D. C. budget have not heretofore been sufficient to permit this. Funds were appropriated and Harland Bartholomew and Associates are cooperating with staff of the National Capital Park and Planning Commission to complete and publish the Comprehensive Plan. A Citizens Advisory Committee is being set up to study and report on the Plan.

Unfortunately no money had been made available at the end of 1947 for the D. C. Land Agency created by the D. C. Urban Redevelopment Act.

A Citizens Planning Committee, with the support of local business establishments and trade associations and in cooperation with the Washington Board of Trade, published a Report in 1947 entitled *Washington, A Plan for Civic Improvements.*

After the Comprehensive Plan is completed in 1948 it will be possible to check the recommendations in all of these Reports against the over-all plan.

The most sweeping changes proposed for the District of Columbia grew out of hearings in the summer of 1947 by a subcommittee of the House District of Columbia Committee, instructed by a Resolution of Congress to report on Home Rule and Reorganization for the District of Columbia. The Committee of 100 on the Federal City, dedicated for 25 years to fostering the planned

development of the Federal City and stressing the Federal responsibility for its Federal City, maintains that any reorganization plan should provide for adequate Federal participation in legislation and administration agencies as well as in the National Capital Park and Planning Commission and zoning bodies.

County and Metropolitan Planning

There was shown during the year a trend toward movements for consolidation of county and city government or at least for county-city planning agencies. The success of the *Toledo-Lucas County Planning Board* is cited. A similar plan is being discussed for *Seattle and King County*. In the *Atlanta-Fulton-DeKalb County Area*, a *Metropolitan Planning Commission* was organized, with four members from Atlanta and three each from Fulton and DeKalb Counties. The plan was fostered by a 29-citizen committee. The University of Alabama has made a study of *Birmingham and Jefferson County*. The Alabama legislature has authorized planning agencies in counties in excess of 400,000 population, which makes the law apply only to Jefferson County.

In *Washington State* the consolidation of county road districts is proceeding under a recent law. *Ohio* counties are authorized to adopt zoning ordinances. The law went into effect September 25, 1947. All zoning plans are subject to public hearings, approval of the Board of Commissioners and final approval by voters in the townships affected. Boards of Zoning Appeals are authorized for the usual purposes. In *Indiana* the 1947 legislature passed an enabling act to provide for city-county and multi-county cooperation.

The *Bergen County Planning Board* issued a pamphlet on *Duties and Powers of Zoning Boards of Adjustment* in Bergen County (N. J.).

A law to establish the *Northern Virginia Regional Planning Commission* for *Arlington, Fairfax* and *Prince William Counties* and the towns of *Alexandria, Falls Church, Fairfax* and *Herndon*, has been submitted to the communities for adoption. The *Lower Peninsula Planning Commission* was the first regional planning commission in Virginia and in 1947 issued its first report.

The *Maryland National Capital Park and Planning Commission* covers increasingly large areas in Montgomery and Prince Georges Counties. While the Commission serves both counties it has recently set up separate staffs for each county.

In *St. Louis* there is a well-defined movement for coordinated regional development of the area lying in two States, including the Cities of St. Louis and East St. Louis, St. Louis and St. Charles Counties in Missouri and Madison and St. Clair Counties in Illinois, with more than 100 municipalities and 600 taxing bodies. The population runs to a million and a half with the expectation of reaching two million by 1965. The Metropolitan Planning Association has recommended the establishment of the two-state regional authority.

The *Milwaukee County Regional Planning Department*, as reported at the Milwaukee Citizen Conference on Planning in May, made a study of expenditures for research and planning reports by planning agencies and issued a report on residential development in the unincorporated areas of the county.

A Joint Board was created in the *Boston Metropolitan Area* to prepare a master plan for highways.

In *Michigan* a *Regional Planning Commission* was set up for *Wayne, Oakland, Macomb* and four townships in *Washtenaw County*. The *Saginaw Valley Regional Planning Commission*, covering 18 counties and the cities of *Flint, Saginaw, Bay City, Midland* and *Owosso* has completed its first year of operation.

The *Colorado Tri-County Regional Planning Commission* covering *Adams, Arapahoe* and *Jefferson Counties* worked on highway plans.

The *California County Planning Commissioners' Association* issued proceedings of the 1946 Conference. California was a pioneer in county planning and still leads the procession in number and activity of county planning commissions, as compared to any other State. The Haynes Foundation has issued a 34-page bulletin entitled *From Rural to Urban—The Municipalized County of Los Angeles*. Reorganization is simplified within one State, and almost entirely within one county. A new county charter is recommended.

An interesting experiment was inaugurated in Skagit County, Washington, to interrelate Federal, state, county and local planning activities within the county.

Housing

Under President Truman's Reorganization Plan No. 3, approved by the Senate, the Housing and Home Finance Agency on July 27, 1947 succeeded the National Housing Agency with three constituent agencies: Public Housing Administration (succeeding FPHA); Federal Housing Administration; and Home Loan Bank Board (three-member bi-partisan Board succeeding the Federal Home Loan Bank Administration). It will be recalled that the housing agencies were first brought together under one tent as a war measure by executive order of President Roosevelt; but the present arrangement, by creating a six-member National Housing Council, consisting of the heads of the three constituent organizations, the Secretary of Agriculture and the head of the RFC, with the HHF Administrator as Chairman, gives a larger voice to the three constituent agencies in policy-making than was the case under the war setup.

Very little low-cost housing was provided during the year by private enterprise. There were a few exceptions, but ingenuity was needed to circumvent high costs, as in *Portsmouth, Virginia* where a private construction firm purchased two-story barracks from the U. S. Naval Shipyard and remodeled them into four-room-and-bath houses which were placed in a well-planned area, assuring a permanently attractive neighborhood. The minimum lot frontage is 60 feet with an average depth of 100 feet. On each, the FHA-insured 20-year, 4 percent mortgage was $3,400. The

buyer's payments, covering all costs, amounted to about $26 a month. The town of North Truxton now consists of 250 homes.

Philadelphia reports more new dwellings under permit in 1947 than for any year since 1929. But the 5,814 figure seems low when measured with the need. In the *Philadelphia-Camden* industrial area over 10,000 units had been started during the year.

On *Long Island* it is reported that 6,000 moderate priced houses are assured by a private developer. The new community will cover more than 1,300 acres and will include two shopping centers, banks, postoffices, theaters, two large swimming pools, parks and recreational areas. Lots are 60 x 100 feet, the houses have two bedrooms, living room, kitchen and bath. Rents are $60 a month for the first 2,000 houses and $64 a month for 4,000 to come. For purchase by veterans, the price is $6,990, with $490 down and $49 a month carrying charges.

An Act of Congress, approved by the President on December 27, 1947, authorized the FHA to insure an additional $750,000,000 worth of houses under Title VI mortgages. The new law made $250,000,000 available immediately and left it to the discretion of the President to release the remaining $500,000,000 if he considers it necessary.

The building of public housing dependent on Federal aid came to a standstill during the year. Hearings were held by the Joint Committee on Housing in twenty-six cities and the District of Columbia, resulting in several reports from the members of the subcommittee on different phases of the housing problem. It is generally believed that some legislation will be introduced for housing but at the close of the year the type of bill and its chances were uncertain. The Taft-Ellender-Wagner Bill is still pending, but because some of the provisions are already enacted into law and some are obsolete, it will be necessary for the Bill to be redrafted by the Banking and Currency Committee before it can come to the floor of the Senate.

Fortunately, there are a few States where public housing is proceeding without benefit of Federal legislation.

In *Chicago*, bond issues of $30,000,000 have been voted which will permit the use of $13,500,000 of a $20,000,000 state fund, making available $43,500,000 plus $5,000,000 in city funds authorized in 1945 but not yet used. The land assembly will be handled by a newly-created *Land Clearance Commission*. These funds will be used for acquisition and clearance of blighted areas, with 15 percent of the areas to be available for redevelopment by the Housing Authority, with the balance to be for private redevelopment. The $25,000,000 that the Commission will administer is expected to attract $125,000,000 of private capital for slum clearance projects.

The *New York City Housing Authority* expects to construct 5,700 dwelling units for veterans in the middle-income bracket under a new city-subsidized program. Six new projects will be for families who cannot afford more than $12.50 per room per month, but with incomes above the maximum allowed for tenants in low-rent projects. The

difference between the average rental of $12.50 and that required to cover development and operating costs will be subsidized by the city.

In *New Jersey*, under legislation passed in 1946, a bond issue of $35,000,000 and a direct appropriation of $6,000,000 have produced a program under which, by the end of 1947, 8,000 dwellings had been allocated to the 148 participating municipalities. Of these, almost 3,000 were completed, over 3,000 under construction and 2,000 more in the planning stage. Of these 8,000 units 5,000 are permanent and 3,000 temporary. The State and local communities assume joint responsibility. The dwellings rent for from $30 to $45 without utilities. *Paterson*, with additional aid, is building 392 permanent apartments, with city, state and mortgage money.

State Planning

Of the State Planning and Development Agencies, some have stressed advertising and development of resources and facilities while others have continued as state planning boards in a more technical sense.

The Second Annual Conference of the *Association of State Planning and Development Agencies* was held in Cincinnati May 7–9, 1947. Reports were heard from the Alabama State Planning Board, Arkansas Resources and Development Commission, California Reconstruction and Reemployment Commission (since abolished), Indiana Economic Council, Maryland State Planning Commission, Minnesota Resources Commission, Missouri State Division of Resources and Development, New York State Department of Commerce (in which there is a Bureau of Planning) North Carolina State Planning Board (since abolished), Pennsylvania State Planning Board, Tennessee State Planning Commission, Vermont Development Commission and Virginia State Planning Board. Proceedings were published and the Association has issued additional publications.

In *California* the *State Reconstruction and Reemployment Commission* was succeeded by a *Director of Planning and Research*. More recently the *California Redevelopment Agency* has been set up with L. Deming Tilton, as Chairman. One of the last R & R reports was entitled *The People Design the City*—the Story of What the City of Santa Rosa Did.

The *Tennessee State Planning Commission*, one of the most active of the state planning agencies, issued during the year, in addition to the bimonthly *The Tennessee Planner*, *The FWA Planning Aid Program in Tennessee, 1945–47*; *Local Planning in Tennessee;* and *Partners, Industry and the Tennessee Community*, a Guide to Community Industrial Development. In the October, 1947 Planning and Civic Comment, Cyril McC. Henderson was author of an article on *Tennessee Helps its Communities to Plan.*

In the same issue there was an account of the *New England Interstate Compact on Water Pollution Control*, a compact initiated by the *Massachusetts State Planning Board.*

In *Minnesota*, the *Department of Business Research and Development* has superseded the *Resources*

Commission and the Postwar Council.

In *Nebraska*, a *Nebraska Resources Commission* will advise the *Division of Nebraska Resources* in the Department of Agriculture and Inspection.

The *North Carolina State Planning Board*, which was carrying on an excellent program, has been abolished and its duties assigned to the *Division of Commerce and Industry.*

The *New Jersey Land Use Advisory Committee* initiated in 1947 a new set of folders entitled *Jersey Plans.* It is reported that the State Highway Department, after a two-year study, outlined a plan for a comprehensive State Highway System, suitable for the needs of New Jersey for the next 25 years, and that this plan has been discussed with the Bureau of Planning in the Department of Economic Development for the purpose of coordination with the overall planning of that department. New Jersey has adopted a new Constitution which promises to promote efficiency and economy and under which the State should profit by the planning processes.

The *New York Department of Commerce*, through its *Bureau of Planning*, has issued a Manual on *Subdivision Control, A Step Toward Better Communities;* through its *Division of Economic Development*, a Manual for Community Development called *Your Home Town's Future;* and through its *Bureau of Information*, a bulletin on *New York, You and Your State.*

State Parks

Great activity has characterized the state park agencies throughout the country. Like national parks, the number of visitors has increased in most States. The National Conference on State Parks held its National Conference at Bear Mountain, October 6–9, 1947. Governor Dewey and Robert Moses were speakers in addition to the many state park commissioners and officials. The proceedings were published as a supplement to the October Planning and Civic Comment. During the year, the National Conference on State Parks issued the *Twenty-fifth Anniversary Year Book* on Park and Recreation Progress, giving location, size and facilities in the state parks in the 47 States. Colorado, alone, has no state parks.

State and Local Councils for Community Development

For some years there have existed Citizens Councils for Community Planning and Development. Some of them are direct-membership organizations financed by dues and contributions. Others are councils of existing organizations, financed by Community Chests or special funds. The recently-created State Councils generally consist of constituent existing groups. One is financed by a Foundation, one by the State. Community-Chest financing of local councils for community planning brings with it certain limitations on action and Foundation money comes to an end. The permanent financing of the state and local councils is likely to be the principal problem of the future. Some of the local councils were organized directly to promote

planning and housing. Others approached the community problem from the social, health, or economic point of view but are including in their programs physical planning and housing fields.

We present some of the activities of these organizations, taken at random from literature sent to our office.

The *Citizens' Council of Philadelphia* issues a *News Letter*. There are 118 organizations affiliated with the Council. William L. Batt, head of SKF, was the speaker at the annual meeting held on October 23, 1947. The Council was active in the school program developed in connection with the Better Philadelphia Exhibition. It also provided guided tours to the Exhibition for its constituent organizations. Samuel B. Zisman became the new Executive Director late in 1947 and a community planner, Merritt Todd Cooke, Jr., who received his degree as Master of City Planning at M.I.T., has been added to the staff.

The Citizens Planning Association for Development of the Cincinnati Area, which has played such an important part in promoting and interpreting the Cincinnati Regional Plan, issues *Planning and Development News*. Sherwood L. Reeder is Executive Secretary.

A Bulletin of the *Louisville Area Development Association*, Kenneth P. Vinsel, Executive Director, states that a Committee of 44 associations on Parks and Recreation, recommended 16 neighborhood playgrounds and that land has been acquired for three of these playgrounds.

The Regional Plan Association of New York has published a pamphlet on civic planning groups working in metropolitan area problems. The Association also issued a Bulletin on *Airports of Tomorrow*. On October 9, 1947, the Association held its Second Annual Regional Plan Conference on Community Problems—a one-day working conference for officials and citizens of the New Jersey-New York-Connecticut Metropolitan Region.

The *Toledo Regional Planning Association* has been active in promoting a master plan for the Toledo Region and has presented discussions from Labor's Point of View and the Women's Point of View.

The *Regional Association of Cleveland* published a 5th Report on the Cleveland Regional Geodetic Survey. The Highway Committee issued a Report on the proposed Inner Belt Freeway.

The *Citizens Union of New York* has worked out a program for community planning for "recognized districts as a basis for more orderly planning and decentralization of municipal services and community development." Some 75 districts are recommended for the four larger boroughs—16 in Manhattan, 22 in Brooklyn, 13 in the Bronx and 24 in Queens.

The *San Francisco Planning and Housing Association* for some years has promoted courses for teachers to the end of teaching planning in the grade and high schools. From the experience of teachers there will be developed a *School Handbook on Community Planning*.

The Chicago Regional Planning

Association, one of the oldest and most successful organizations in the field, deals with the local planning commissions and officials in its territory and exercises considerable citizen influence on official planning. Robert Kingery is Director.

The *St. Louis Council of Civic Needs* serves a very useful purpose in bringing existing local organizations together and, fortunately, it is a subsidiary of the Chamber of Commerce. F. E. Lawrence serves both the Chamber and the Council.

The Metropolitan Plan Association for the Coordinated Development of the St. Louis Region issues *Region News.* A Guide Plan for the Metropolitan Area is being prepared by 14 functional committees to the 1948 Annual meeting of the Association as a step toward realizing the Missouri-Illinois Metropolitan Development Commission. W. Phillip Shatts is Executive Vice-President.

The *Detroit Citizens' Housing and Planning Council,* which has heretofore been largely supported from the Community Chest, is now working on a small separation fund, until a budget can be raised. The Board of the Community Chest ruled that the Council was an opinion-forming agency and, therefore, inappropriate for inclusion in the Community Chest. The Council which has been active in giving citizen understanding and support to local official planning agencies and in stimulating programs, includes fourteen organizations in its membership. The Council helped to secure the Smoke Ordinance which was adopted by the Common Council in August, 1947. A fund of $100,000 has been alloted to the Bureau of Smoke Inspection and Abatement. The Council during the past year conducted an excellent Discussion Series on *Action in Other Cities.*

The New York State Citizens Council is conducting a series of regional conferences on community planning, development and education. Frederick T. Rope is Executive Director and Mrs. Rhea M. Eckel, Executive Secretary. The Council has sponsored meetings in Schenectady, Utica, Buffalo, and Johnson City. A 1948 regional meeting was held at White Plains, Feb. 4. Syracuse will be the scene of the next meeting. Headquarters: 601 E. Genesee St., Syracuse.

Kentucky's Committee for Kentucky is sponsoring a radio series called *The Kentucky People's Platform* and a legislative program developed by the Committee is to be sent to the Kentucky House and Senate. The techniques of community development are being studied at a series of regional conferences at local colleges. Headquarters: 506 S. 3rd St., Louisville 2.

Georgia Citizens Council is the only state council with a citizen-controlled program supported by state funds. The Council's periodical is entitled *Georgia's Human Resources. The Council* sponsors an Annual Citizens Conference to assist Georgia leaders to develop a wide range of planned community activities. Headquarters: 20 Ivy St. S. E., Atlanta 3.

The New Jersey Citizens Conference was organized April 17,

1947 to promote state teamwork in all-round community building. The Conference held an Institute on the Community, Sept. 11–14 at Johnsonburg. Spencer Miller, Jr. of South Orange, is Chairman and Mrs. Edna Howe Kuser of Trenton is Executive Director.

National Planning Conferences

The *Institute of Planners* held meetings at Providence in January and in Philadelphia in October, where the delegates had the opportunity of studying the Philadelphia Comprehensive Plan and of inspecting the colossal exhibition which was shown in Gimbel's and which attracted an exceedingly large attendance.

The *American Planning and Civic Association* held its annual *Citizens* Conference on Planning at Milwaukee April 28–30, 1947, preceded by a Regional meeting of the Institute. The Conference was well attended and received unusually good newspaper coverage by the Milwaukee papers. The Proceedings and other accounts of planning and civic achievements were published in book form in the American Planning and Civic Annual, distributed during 1947.

The American Society of Planning Officials held its annual meeting in Cincinnati, May 5–9, 1947. The meeting was well attended and the Proceedings were published in book form.

Planning Education

The planning courses curtailed or omitted in some universities during the war have been resumed and extended in many institutions.

In the *University of California*, a course in Architecture includes an Introduction to City and Regional Planning and Principles of Community Design and Introduction to Housing and Planning. In Landscape Architecture, courses on Site Planning and Modern Civic Art are offered. A President's Committee was appointed to coordinate instruction relating to planning.

Columbia University offers courses in Urban Development, Housing and Planning. They are announced as courses in Physical Planning, Courses in Real Estate and Land Economics, Courses in Sociology. The University announced that through its many schools, colleges and special educational programs, it offers classes and research programs whereby opportunity is afforded undergraduates, graduates and professional people to expand their understanding of the related problems in these fields.

Cornell University offers a Degree of Master of Regional Planning for graduate students, to cover about two years' work. Graduate students in Architecture, Civil Engineering, Government and Sociology often elect planning courses, which are required by the Graduate School of Business and Public Administration.

The *University of Chicago* offers planning courses but no degree in planning.

Harvard University offers to holders of A.B., S.B., B.Arch, B.I.A., B.C.P. or equivalent degrees from approved colleges and universities, the Degree of Master in City Planning and Master in Regional Plan-

ning, after completion of work normally covering six terms. The Degree of Bachelor of City Planning is awarded under certain conditions to students who have completed at least four terms of graduate work. Harvard also offers a Ph.D. in Regional Planning. Courses are offered by the Department of Regional Planning; jointly by the Departments of Architecture, Landscape Architecture and Regional Planning; by the Graduate School of Public Administration.

The *University of Illinois* in the Department of Landscape Architecture offers undergraduate courses in planning and graduate courses in city planning design, but confers no degrees in planning. The Bureau of Community Planning, established in 1934, continues to be operated as a Department of the College of Fine and Applied Arts, to stimulate and promote public interest in community planning and to carry on research, surveys and publish results. It offers consultant service to communities but does not make plans or render professional service.

Iowa State College offers a Degree in Town and Regional Planning in the Department of Landscape Architecture. A short course in town and community planning proved most popular for municipal and planning officials and faculty members.

At *Massachusetts Institute of Technology* the Department of City and Regional Planning offers work leading to the Degree of Master in Planning, designed to train practitioners and staff men.

The *University of Michigan* offers to graduates of the 4½-year course in landscape architecture 1½ years of graduate work for a Master's Degree, and to the 5-year architectural graduates another year for the Master's Degree. Courses are offered for students who do not expect to become planners.

At *Michigan State College*, graduate and undergraduate courses in Landscape Architecture and Urban Planning are given in the School of Agriculture.

The *University of North Carolina* has a Department of City and Regional Planning which cooperates with the Faculties in Economics, Political Science, Sociology, the Institute of Government and the Institute for Research in Social Science.

Purdue University does not offer courses leading to a degree in planning but a Committee on Planning Training has been named by the Dean of the Graduate School.

Rutgers University offers a four-year course leading to a Bachelor's Degree in City Planning in the College of Engineering.

At the *University of Southern California*, in addition to undergraduate courses in planning, a faculty committee has been appointed by the President and has recommended graduate courses in planning leading to a Master's Degree, including *In-Service Training* in connection with Los Angeles City and County Planning Commissions.

National Planning

In the absence of a National

Planning Agency, national planning in specific fields proceeded, under numerous Federal agencies, sometimes integrated with other Federal bureaus and sometimes not. The McCarran Bill (S 35), introduced into the first session of the 80th Congress to establish a national natural resources policy, to create a Natural Resources Council, and to provide for a Natural Resources Inventory, was referred to the Committee on Public Lands, but there have been no hearings and there seems little prospect of action by the 80th Congress.

Under the National Security Act of 1947, however, there was established on November 13, 1947 the National Security Resources Board, composed of the Secretaries of Treasury, Defense, Interior, Agriculture, Commerce and Labor with Arthur Hill, President of Greyhound Bus Lines, as Chairman. The purpose of the new Board is to advise the President on housing programs, industrial locations and development of natural resources to meet emergency requirements.

As a part of the preparations for a plan for foreign aid, Secretary of the Interior Krug caused an inventory to be made of our available resources, including agricultural products; coal, iron and steel; nitrogen fertilizers; metal; machinery and equipment; forest products and other building materials; this including both replaceable and exhaustible resources.

The Rankin Bill (H. R. 502) to create conservation authorities by dividing the country into nine river basin areas, which was introduced into Congress in January, 1947, was referred to the Committee on Public Works, but no hearings have been held. The National Water Conservation Congress in September passed a resolution opposing creation of any Federal Valley or Regional Authority Commission.

By the end of 1947, national pollution control legislation was still pending. Early in 1948, Chairman George A. Dondero, of the House Public Works Committee, announced that a subcommittee under the chairmanship of Representative Auchincloss of New Jersey, would consider all pollution bills now pending and report its recommendations to the full committee. An adequate pollution control act of Congress may be considered unfinished business at the end of 1947.

Informal Correlated Federal Activities

On December 1 and 2, Secretary Krug called together in the Interior Building representatives of conservation organizations to confer on *Wildlife, Recreation and Related Problems*. The conference served to present a composite picture of the National Park Service, Bureau of Reclamation, Bureau of Land Management, Fish and Wildlife Service, and Office of Indian Affairs in the Department of the Interior. Reports were made by the bureaus and inter-agency policies were discussed as well as pending problems in which the conservation organizations were interested. The American Planning and Civic Association and the National Conference on State Parks were among those represented.

The Federal Interagency Committee on Recreation, consisting of representatives of the Corps of Engineers, Department of the Army, National Park Service, and Fish and Wildlife Service, of the Department of the Interior; Extension Service and Forest Service, Department of Agriculture; Bureau of Education and Children's Bureau, Federal Security Agency; and Public Housing Administration, called a conference with representatives of private organizations on December 3, 1947. Both the APCA and the NCSP sent delegates.

The Federal Interagency River Basin Committee, composed of one member each from the Corps of Engineers, Federal Power Commission, and Departments of Agriculture, Interior and Commerce, continues to seek correlation of Federal agencies in the field of water resources. Two special committees have been formed—one the Missouri Basin Inter-agency Committee and one the Columbia Basin Interagency Committee.

New National Citizens Overall Organizations

On April 15, 1947, the *National Council for Historic Sites and Buildings* and its subsidiary, the *National Trust for Historic Preservation,* were organized at a meeting of national societies, held at the National Gallery of Art in Washington. Among the charter members were the American Planning and Civic Association and the National Conference on State Parks. A second conference was held October 20, 1947. Major General U. S. Grant 3d was elected President of the Council.

Late in 1946 the *Natural Resources Council of America* was organized by a number of conservation organizations. During 1947 the Council issued a Conservation News Service which covered the first session of the 80th Congress as well as items of interest concerning Federal agencies.

During the year the *National Council for Community Improvement* was organized to stimulate the establishment of councils for community planning and improvement. The National Garden Foundation made some funds available for the work of the Council. While the field of the Council is not yet defined, it is probably more restricted than the projected field of *The National Conference on the Community* which met in October to discuss a permanent national organization for community improvement covering the whole gamut of community activities, including local planning, social welfare, adult education, economic development and municipal research. This movement, it is said, may continue as a committee of the National Planning Association which for some years has conducted studies in social and economic fields. John W. Herring is secretary.

Out of the *Conferences on Safety,* headed by Major General Philip Fleming, has grown the *National Committee for Traffic Safety,* composed of more than 80 national professional and lay organizations. Paul Blaisdell is Executive Secretary.

Conservation

The national conservation program continues to be threatened by

drives for legislation to transfer the public domain and parts of the national parks and forests to the States. Most of the bills introduced into the 79th Congress for these purposes were not reintroduced into the 80th Congress, but the western organizations of stockmen and some groups of lumbermen continued to bring pressure for the transfer of lands to the States and for relaxing the conservation measures for preserving forest and grazing cover. There were even those who advocated legislation to permit existing range users to purchase Federal lands at a modest price. A subcommittee of the House Public Lands Committee, under the Chairmanship of Representative Barrett of Wyoming, himself a stockman, traveled through the Western States and held hearings on the various proposals. The principal newspapers of the West assailed the conduct of these hearings as prejudicial to advocates of sound conservation. In the twenties, there were serious proposals to transfer the remaining public domain to the States, but the testimony, then as now, gave no evidence that the States would in fact adopt sound conservation policies, but rather the leaders had in mind programs of exploitation which would in the end leave the United States a depleted Nation and unable to cope with Nations possessing larger natural resources.

An article by E. H. Taylor in the *Journal of Soil and Water Conservation* has called attention to the book of Benjamin H. Hibbard, published in 1924, called *A History of Public Land Policies*. Professor Hibbard realized the importance of settling and holding our vast public domain, but he saw clearly that our *laissez faire* policies would so decrease our heritage that ultimately we would become a poor Nation. Mr. Taylor points out that the 24 years that have elapsed since the publication of Professor Hibbard's book have seen an accellerated disastrous exploitation of our land resources.

During the year, two articles by Bernard de Voto in *Harper's Magazine* and by Lester Velie in *Collier's*, one reprinted in *Readers' Digest*, made abundantly clear that the conservation policies for national forests and parks, inaugurated over fifty years ago, are now threatened by a dangerous tide of exploitation and destruction.

The *Soil Conservation Service*, in the Department of Agriculture, presents a record of solid achievement. The report for the year ended June 30, 1947 indicated that the total area in Soil Conservation Districts amounted to 1,002,968,587 acres, with active conservation programs in 131,855,608 acres, and actual treatment of 65,316,476 acres. This cumulative program seems modest in relation to the need, but on the success of soil conservation the future of this Nation will rest. It is to be hoped that the Service will not be moved or merged with any other agency.

Friends of the Land which gives citizen support to soil conservation in all of its ramifications, held its 7th Annual Meeting at Houston, Texas in November, 1947, followed by a most significant inspection trip. The magazine *The Land*, the

Land Letter and *The Lay of the Land* are issued by the *Friends. The Soil Conservation Society of America* held its second Annual Meeting at Omaha in December, 1947.

The *Izaak Walton League of America* has issued an admirable bulletin on *Our Public Lands, Their Administration and Use.* The League has also called attention to certain water projects proposed by the District Office of the Corps of Engineers along the Flathead River, which would appear to involve the flooding of 21,500 acres inside of Glacier National Park and the flooding of lovely Lake MacDonald, the largest body of water in the park and the site of one of its lodges. The American Planning and Civic Association agrees with the Izaak Walton League that beneficial public uses of water should take into account scenic and recreational uses. Secretary Krug's policy that all reclamation projects shall be located outside of national parks and monuments and that no surveys shall be made within park boundaries might well be adopted by the Chief of Engineers and the Federal Power Commission. Thus, the tension felt by the conservation organizations would be greatly relieved.

The National Park Service in the Department of the Interior reported for the 1947 season the largest number of visitors in the history of the parks and monuments—3,582,447, an increase of 17 percent over the 1946 season. During the year the system was increased by the establishment of the Everglades National Park in Southern Florida. The park, authorizing 464,000 acres, was established on June 20 by Secretary Krug, who accepted a check for $2,000,000 from Governor Caldwell of Florida, appropriated by the State for park acquisition. Director Drury, in his annual report, paid tribute to Ernest F. Coe, of the Everglades National Park Association, for keeping this project alive. The Act of Congress authorizing investigation of the area was signed by President Hoover in 1929 and the Act authorizing the establishment of a much larger park than the present figure was signed by President Roosevelt in 1934. A number of new monuments were established, including the Adams Mansion at Quincy, Mass.; and the Theodore Roosevelt National Memorial Park at Medora, N. D. Studies were conducted on Independence Square and environs in Philadelphia. Cabrillo, Ft. Pulaski and Ft. McHenry National Monuments, closed or used for other purposes during the war, are again open to the public. Mound City Group Monument, heretofore. administered by the Ohio Archeological and Historical Society, has been turned over to the custody of the National Park Service. The Jefferson Expansion Memorial Association at St. Louis, raised $225,000 to hold a nation-wide competition for appropriate memorial designs which could be recommended to the National Park Service for the development of the Jefferson Expansion Memorial.

A catastrophe occurred when at least a third of Acadia National Park and a great part of the adjoining town of Bar Harbor were consumed in flames in the autumn

of 1947. Many years will be required to restore forest and ground cover and bring back the scenic charm of this unique National Park.

On April 1, 1947, the American Planning and Civic Association held a one-day national park conference in the Conference Room of the Secretary of the Interior, followed by a dinner attended by Federal officials, Members of Congress and conservation leaders. At this meeting it became evident that conservation leaders were opposed to changes in the boundaries of the Olympic National Park and Jackson Hole National Monument.

The various bills described in the Watch Service to establish a boundary commission or to reduce the boundaries of the Olympic National Park outright were the subject of hearings by the House Public Lands Committee, presided over by Chairman Welch of California, held at Rosemary Inn, within the park, in September, 1947. Local support of these bills came entirely from those who would profit by cutting the timber and they made it clear that they would come back for more park forests when the 50,000 odd acres proposed to be excluded from the park were cut over. Those who opposed the bill came from various conservation organizations. A statement opposing any change in boundary was submitted by Irving Clark for Professor Richard G. Tyler, Chairman of the Washington State chapter of the American Planning and Civic Association. Since the hearings Representative Jackson of Washington has withdrawn his bill to authorize a reduction in boundaries of the Olympic National Park. The House Committee on Public Lands has announced that further hearings will be held in Washington on the bills which are still pending.

The Barrett Bill to abolish the Jackson Hole National Monument and add a small part of it to the Grand Teton National Park, which was reported out of the House Public Lands Committee after hearings in the spring of 1947 as a so-called compromise bill, has proved unacceptable to the conservation organizations. The bill, which was placed on the Unanimous Consent Calendar, was objected to when it came up, until it was dropped from the calendar. Representative Barrett then applied for a rule for consideration of the bill, but up to the time of going to press no rule had been granted by the Rules Committee. In the meantime Senator Robertson, also a stockman from Wyoming, has introduced a similar bill into the Senate, but no hearings were held.

In the *National Forests*, demands exceeded the supply of timber products. In his Annual Report, Lyle F. Watts, Chief of the U. S. Forest Service, reported again this year that more saw timber was being taken from the Nation's forests than was being replaced by growth. He pointed out that some of the principal services of forest land were as a source of water supply, an erosion preventive and a regulator of stream flow. He urged good watershed management. Attacks were made during the year on the Forest Service for its grazing policies by the same groups which have been attacking other Federal Conserva-

tion policies. The Forest Service has worked for many years to develop a sound policy for the preservation of watersheds and has made some headway. Mr. Watts calls attention to the fact that the 80,000,000 acres of the national forest range is but a small part of the 728,000,000 acres of western land suitable for grazing. About half of this is in private ownership and the other half under Federal or state control.

Receipts from national forests for the fiscal year ended on June 30, 1947 totaled over $18,000,000. After expenses and payments to States in lieu of taxes, nearly $12,000,000 was covered into the Treasury. Surely the United States can afford to spend what is required to bring forest production and range management into satisfactory condition.

The Shelton Cooperative Sustained Yield unit on the Olympic Peninsula, established in December, 1946, brought into sustained yield management, 270,000 acres of forest land for 100 years. Perhaps if sustained yield had been the practice on the Olympic Peninsula for the last hundred years, the pressure today to release virgin forests in park lands for cutting would not be exerted.

The American Forestry Association during the year issued an important Report on Forest Resource Appraisal which was summarized in the American Planning and Civic Annual.

Krug Announces Seven Member Conservation Advisory Committee

Secretary of the Interior J. A. Krug announced on March 3, 1948 that acceptances have been received from the seven members he invited to form a new Advisory Committee on Conservation, following a resolution of the Conference on Wildlife, Recreation and Related Resource Problems held early in December.

The Secretary will seek the consensus of the committee on matters related to the broad phases of conservation as they affect the policy, planning and administration of such programs by the Department of the Interior.

Acceptance of the Secretary's invitation has been received from the following: Shirley W. Allen, Society of American Foresters, Washington, D. C., Dr. Ira N. Gabrielson, Wildlife Management Institute, Washington, D. C., Kenneth A. Reid, Izaak Walton League of America, Chicago, Ill., Fairfield Osborn, New York Zoological Society, New York, N. Y., Miss Harlean James, American Planning and Civic Assn., Washington, D. C., Bestor Robinson, Sierra Club, San Francisco, California, and Charles Moore, Dude Ranchers' Association, Dubois, Wyoming.

Present appointments are for one year but the organization meeting of the committee may determine other periods in order that the membership of the committee may revolve in order to bring in the opinions of all conservation groups and organizations. Secretary Krug indicated an early meeting of the Advisory Committee.

All Roads Lead to Newark

National Citizens Conference on Planning May 17-19, 1948. Followed by Joint Conference on Roadside Improvement May 20, 1948

The National Citizens Conference on Planning for 1948 will be held in Newark, New Jersey, at the invitation of Mayor Vincent J. Murphy, who has attended the Dallas and Milwaukee meetings of the Association.

Newark was founded in 1666 by Captain Robert Treat from Connecticut, who bought the area from the waterfront to the Orange Mountains, for goods worth less than a thousand dollars. This area now covers 12 municipalities. In industrial Newark, today, 280 different products are manufactured. The city has a population of 480,000 and is the center of a population of a million and a half. The city covers 23 square miles, has 400 miles of streets, is 18th in population of American cities, and is the second densest area in the country.

Princeton University was founded in Newark by Aaron Burr, Pastor of the First Presbyterian Church. The father of Charles Evans Hughes was also a minister in Newark.

Newark is reached by the Pennsylvania, Lackawanna, Erie and New Jersey Central Railroads. The Newark and La Guardia Airports are the principal air terminals for the New York area. Newark has leased her airport to the Port of New York Authority for 50 years. The plan is to spend some fifty-five million dollars in putting in modern runways and equipment. The airport is seven minutes from the Pennsylvania Station and two miles from the center of town.

Newark is a seaport, where thirty-five million dollars has been invested to provide berthing space for ocean-going cargo steamers. There are 26 steamship lines which use the port regularly.

Newark is 18 miles from New York and by motor can be reached through the Holland Tunnel and the Pulaski Skyway. Motorists may approach the city by U. S. Highway No. 1, or 202 (seaboard) and by New Jersey Highways Nos. 25, 29 and 10.

After three and one half years of study, during which time 13 Preliminary Reports have been issued, a Master Plan is in preparation which will be a compendium of over-all information, maps and recommendations. Harland Bartholomew and Associates, with Harry Alexander in residence, have prepared the Plan for the Central Planning Board. Under the Plan, it is expected that $245,000,000 of construction will be carried on by the City, County, State and private enterprise. The 25-year Highway Plan will be inaugurated by an issue of $100,000 in bonds as the city's share. The State already has under construction a series of freeways. There is a street-widening and paving program under way. All the property to widen Baltimore Avenue has been bought. There is a ten million dollar hospital projected. A parking authority is to be established.

The Central Planning Board in Newark is now engaged in an

educational campaign to make the Plan known to the entire population. Neighborhood meetings are held to examine and discuss the Plan. Some 300 local organizations are cooperating in this educational program.

The headquarters of the Conference will be at the Essex House, but the delegates will be housed at four hotels—The Essex House, Robert Treat, Sheraton and Riviera Hotels.

The Program of the Conference will include Local Transportation, Off-Street Parking, Downtown Congestion, Area Planning, Regional Parks and Parkways, State Land-Use Patterns and National Public Land and Conservation Policies. The plans for Newark and the New York Region will be presented. Round Tables will be held on Citizens Organizations for Community Planning, State Planning, Planning Education, Zoning and similar subjects.

Following the three days of the Conference there will be held a one-day Joint Conference on Roadside Improvement with the cooperation of the national organizations who sponsored the former conferences in New York City.

Board Adopts Resolutions

N C S P Board Meeting Makes Plans for Florida 1948 Conference

At the Annual meeting of the Board of Directors of the American Planning and Civic Association held in Washington, D. C. on January 31, 1948, the following officers were reelected: Horace M. Albright, Chairman of the Board; Major General Ulysses S. Grant, 3rd, Ret., President; Earle S. Draper, First Vice-President; Tom Wallace, Second Vice-President; Harland Bartholomew, Third Vice-President, Harlean James, Executive Secretary.

The following Resolutions were adopted:

Planning

The Board reaffirms its belief in the usefulness of citizen groups to cooperate with technical staffs of *local* planning commissions in the adoption and realization of comprehensive plans; the revival and strengthening of state planning boards; the continued application of policies under which all Federal and Federal-aid structures and highways within urban boundaries shall conform to local comprehensive plans and planning procedures; the extension of comprehensive planning in urban and rural districts, including county planning, zoning and roadside control.

The Board continues to approve the use of planning commissions, with advisory powers, based on compulsory submissions of plans for all public works, rather than the direct employment of technical planners by urban administrators without benefit of citizen commissions.

Housing

The Board continues to urge a revival of public housing programs to meet the urgent needs of low-income groups, and to approve of

every proper encouragement to private industry to provide needed housing, all housing projects, public and private, to conform to local comprehensive plans.

Conservation

The Board asks Congress to make adequate appropriations for the upkeep and operation of the National Parks and Monuments, which in 1947 commanded a record attendance; urges appropriation of funds annually for the acquisition of private lands within the National Parks and Monuments; maintains that the creation of National Parks and Monuments is a function of the Federal Government, not to be unduly influenced by local considerations; opposes the transfer of all or part of the National Parks and Monuments, national forests or public domain to the States; reiterates its approval of the Jackson Hole National Monument and opposes any measures in Congress to abolish or reduce the Monument; opposes reduction of the Olympic National Park; commends the constructive work of the Soil Conservation Service and opposes its transfer to the Production and Marketing Administration; stresses the importance of sustained yield policy for its products of the U. S. Forest Service, maintains that comprehensive water programs should include in the list of public beneficial uses the conservation of scenic and recreational streams and lakes free from injury; and advocates adequate control of lake shores of government-owned reservoirs.

Federal City

The Board continues to emphasize the Federal character of the Federal City and the responsibility of the Federal Government to make available its just share of the expenses of the Federal City; approves of the Report on H.R. 4902 adopted by its Committee of 100 on the Federal City; advocates effective control of structural changes in the White House and historic public buildings; opposes legislation to locate and build for mixed commercial and pleasure traffic through the Glover and Archbold Parks or transfer of any park property for such use; and opposes any expressway which does not conform to the comprehensive plan of Washington now being brought up to date.

Strictly Personal

L. Deming Tilton who has been elected Chairman of the California State Redevelopment Agency, is heading a technical committee of alumni, student and University of California representatives, to make a $50,000 survey of extra-curricular facilities needed by students on the Berkeley campus, under the auspices of the California Alumni Association. The study will be focussed on development of a student center to replace overcrowded Stephens Union.

Horace M. Albright has accepted membership on The Project on Natural Resources of The Commission on the Reorganization of the Executive Branch of the Govern-

ment, now being conducted by Herbert Hoover and associates. This project involves the study of the activities of the government with respect to the administration of the public domain and the supervision of the natural resources owned by the Federal Government. Robert Moses, Chairman of the New York State Council of Parks, is organizing and directing the Public Works Project which embraces an examination and submission of recommendations on the organization of Federal public works activities.

Morley Jeffers Williams has been appointed Professor of Landscape Architecture, North Carolina State College of Agriculture and Engineering of the University of North Carolina.

X. L. Pellicer, president of the Florida Forest and Park Association, was named to the Board of Forestry and Parks on January 5 by Governor Millard F. Caldwell. He replaces Mrs. Linwood Jeffreys of Jacksonville, whose term expired last September. Mrs. Jeffreys has the double distinction of being the only woman to serve on the Board and of having the longest record of service.

J. C. Nichols had the honor of having his photograph on the cover of BUSINESS WEEK, Nov. 1, 1947, with an article about the Country Club Plaza, which Mr. Nichols developed. Another interesting write-up of Mr. Nichols' achievements was published recently in the Kansas City Star, which was sent out by the Associated Press and widely published over the country.

Gordon Strong, owner of Sugar Loaf Mountain, in Maryland, reports that visitors on the Saturdays and Sundays when they are counted, numbered over 29,000 in 1946; over 31,000 in 1947.

Frederick Gutheim is now connected with the *New York Herald Tribune* as editorial writer on planning and housing subjects.

H. Evert Kincaid, formerly director of the Chicago Plan Commission, recently resigned to enter private practice, forming a partnership with George A. Hutchinson.

Harold Merrill, administrative analyst and budget examiner for the U. S. Bureau of the Budget, has been loaned to the National Capital Park and Planning Commission where he is serving as coordinator for the preparation of the comprehensive plan required by the District of Columbia Redevelopment Act.

Anatole A. Solow has been appointed Housing and City Planning Specialist, Division of Labor and Social Information, Pan American Union.

Leslie Williams, is now a member of the firm of Williams and Upham, Traffic and Planning Engineers.

Malcolm H. Dill has been appointed Director of the Baltimore County Planning Commission, with headquarters at Towson, Md.

Watch Service Report

National Parks

Olympic Legislation—When Representative Norman died, both of his bills, H. J. Res. 84 and H. R. 2750 were removed from consideration. H. J. Res. 84 created a boundary commission to determine what areas, if any, should be withdrawn or excluded from the Olympic National Park. H. R. 2750 was a so-called compromise bill to eliminate some 50,000 acres from the Olympic National Park. Representative Mack, who succeeded Representative Norman, introduced on July 1, 1947, H. R. 4053 to create a boundary commission and H. R. 4054 to transfer specified lands from the park to the Olympic National Forest. Senator Cain of Washington had introduced S. 1240, a companion bill to H. R. 2750 and 2751, and this bill is still pending. Representative Jackson, who introduced H. R. 2751 on March 24, 1947, has withdrawn his bill and stated on January 27, 1948 that he has been convinced that no changes in boundaries are necessary. At the Port Angeles hearings there were before the Committee, H. R. 4053, H. R. 4054, H. R. 2751. Since the withdrawal of the Jackson bill, only two House and one Senate bills remain before the Public Lands Committees of the two Houses of Congress. Chairman Welch has promised future hearings in the House committee on the pending bills in Washington but no dates have been set.

S. 1951 (Robertson of Wyo.) introduced January 7, 1948. To abolish the Jackson Hole National Monument as created by Proclamation No. 2578, dated March 15, 1943, and to provide for administration of all public lands therein by the National Park Service of the Department of the Interior, or by the Forest Service of the U. S. Department of Agriculture, and to finally determine the area to be included within the exterior boundary of the Grand Teton National Park. Referred to Public Lands Committee. It is almost identical with Congressman Barrett's bill H. R. 1330, which came up on the consent calendar of the House January 19, 1948 and was objected to. However, Rep. Barrett has asked for a rule to take up his bill, but no rule has been issued. This bill, having been objected to twice, was stricken from the calendar. Senator Robertson's bill establishes new boundaries for the Grand Teton National Park.

S. 2080 (Myers, for himself and Mr. Martin) introduced January 28, 1948. Identical with H. R. 5053 and 5054 (Walter and Scott) introduced January 20, 1948. To provide for the establishment of the Philadelphia National Historical Park. This authorizes the Secretary of the Interior to accept by donation, or to acquire by purchase certain historical structures and properties of national significance located adjacent to or near Independence Hall and Independence Square, Philadelphia.

H. R. 4551 (Bonner) introduced November 24, 1947. Adds eight and one-tenth acres of war surplus land in the vicinity of Kitty Hawk, N. C., to Cape Hatteras National Seashore Recreational Area Project.

H. R. 4633 (Sikes, Fla.) introduced December 4, 1947. Conveys lands known as Fort McRee and Pensacola Military Reservation to Escambia County, Fla. for public purposes.

H. R. 4823 (D'Ewart, Mont.) introduced December 19, 1947. Authorizes the Secretary of the Interior, under regulations he may prescribe, to use the revenues from admissions paid by visitors to Yellowstone National Park for better and adequate school facilities for the children of employees of the Park.

H. R. 4980 (D'Ewart of Mont.) introduced January 15, 1948. Authorizes the Secretary of the Interior to acquire and the State of Montana is authorized to convey to the U. S. any lands, buildings or other property, owned by Montana within the boundaries of Glacier National Park.

H. R. 5250 (Robertson of N. D.) introduced February 2, 1948. Authorizes the purchase by the United States of the Maltese Cross Ranch in Billings County, N. D. to become thereafter known as the Theodore Roosevelt National Monument and to be administered by the National Park Service.

S. 2132 (Butler, Neb.) introduced February 5, 1948. Proposes to pay to the various States in which National Parks are located, 25 percent of all moneys received from such areas, these funds to be expended for the benefit of the county or counties within such

(*Continued on page 46*)

PARKS

The National Capital Parks, which more than any other single factor have helped to make the American Federal City one of the most beautiful in the World, are the product of prophetic foresight, wise planning and efficient administration. The National Capital Park system had its inception in 1791 when Charles Pierre L'Enfant provided as the central feature of his plan for the Capital of the new Republic, two great parks, the Mall and the President's Park. At multiple street intersections throughout L'Enfant's City, the surplus areas resulting from the generous breadth of his magnificent avenues created the famous squares, circles and triangular parks which now adorn and distinguish the National Capital. Lafayette, Franklin, Judiciary, Mt. Vernon, Stanton and Garfield Parks; Washington, Dupont, Scott, Thomas and Truxton Circles are among the numerous parks of the original city.

By the turn of the century Washington had grown beyond the dreams of L'Enfant and the bounds of his city and there was need for more planning to preserve and extend the basic precepts of the original plan. President William McKinley entrusted the job to Senator James McMillan of Michigan and a commission composed of young architects and artists whose names now are legendary in the history of American civic achievement: Daniel Burnham, Frederick Law Olmsted, Charles F. McKim, and Augustus St. Gaudens. As a result of the studies of this commission and its successor, the National Capital Park and Planning Commission, which, since its organization in 1926, has benefited by the guidance of Frederic A. Delano and Major General U. S. Grant 3rd, the park system has expanded appropriately with the growth of the city and now embraces two great natural areas within the District of Columbia, Rock Creek and Fort Dupont Parks, and many lesser stream valleys; the formal Meridian Hill Park; the Potomac and Anacostia parks, reclaimed from the flatlands bordering those rivers and now constituting Washington's major recreational centers; the commanding sites once occupied by the chain of Civil War Defenses of the National Capital; the Mount Vernon Memorial Highway, Theodore Roosevelt Memorial Island and numerous recreational areas essential to meet the requirements of local residents and tourists.

In 1933 the National Capital Parks became a unit of the National Park Service. Since that time, the Chesapeake and Ohio Canal extending 185 miles from Georgetown to Cumberland, Maryland, the 15,000-acre Chopawamsic Park in nearby Virginia, Catoctin Park in the mountains of Western Maryland, Suitland Parkway, lovely Dumbarton Oaks Park, extensive acquisitions for the Washington-Baltimore parkway and the George Washington Memorial Parkway, historic Fort Washington, the Kenilworth Aquatic Gardens, and numerous other areas have been placed under the administration of the National Capital Park system, which now embraces more than 700 reservations totaling nearly 32,000 acres, of which approximately 7,000 acres are located within the District of Columbia and the remainder in Maryland and Virginia.

Since 1791, the National Capital Parks have prospered as a single entity under direct Federal administration. A Bill now under consideration by Congress, H. R. 4902, would, however, divide jurisdiction over the park lands in the District of Columbia, creating a dual park system. The American Planning and Civic Association believes that this proposal seriously threatens the future welfare of a great park system and the best interests of the National Capital. Representatives of the Association have appeared before the Committee of Congress conducting hearings on the Bill to record its objections. The photographs reproduced on these pages depict scenes and activities in the National Capital Parks.

Above. The President's Park—view from the south portico of the White House looking toward the Jefferson Memorial.

Below. Bridle path scene, Rock Creek Park.

Dumbarton Oaks Park, once a part of the estate of Mr. and Mrs. Robert Woods Bliss, was donated by its owners to the Federal Government.

Laurel in bloom, Fort Bunker Hill Park.

A SailingMarina at Daingerfield Island, Mount Vernon Memorial Highway, is the National Capital Parks' newest recreational facility.

Thousands attend symphony concerts and operatic presentations at Washington's Watergate Theater.

The Washington Monument, America's No. 1 patriotic shrine, will celebrate its 100th birthday on July 4, 1948. Twenty-two million visitors have gone to the top of the obelisk.

Thousands of park visitors crowd the Tidal Basin and Thomas Jefferson Memorial on Cherry Blossom Sunday.

The classic Lincoln Memorial enshrines the memory of America's beloved Martyr President.

From Arlington National Cemetery, the tomb of Charles Pierre L'Enfant, planner of the National Capital, looks out upon the city of his dreams.

The one-mule power "Canal Clipper" transports sightseers over the old Chesapeake and Ohio Canal on summer weekends. Park historians and naturalists accompany the trips.

A foursome holes out on the Rock Creek Park Golf Course.

Above. Campfire group at Chopawamsic Park.

Below. Family groups make good use of the Rock Creek Park picnic groves.

The equestrian statue of Gen. U. S. Grant stands sentinel before the U. S. Capitol Building.

A man-made lake in Chopawamsic Park.

The 15-mile-long Mount Vernon Memorial Highway joins the National Capital with the estate of the First President.

The Navy-Marine Memorial on Columbia Island, one of the 75 national memorials in the National Capital Park system.

Flower beds, East Potomac Park.

The Meridian Hill Park cascades.

The Suitland Parkway connects Anacostia Park and Andrews Field at Camp Springs, Md.

Above. Reflections, Rock Creek Park.

Below. The Kenilworth Aquatic Gardens include 44 pools covering 7 acres. The 80 varieties of aquatic plants vary from hardy day lilies to tender night-blooming tropicals and the exotic Lotus.

State Park Notes

NCSP Board Meeting Makes Plans for Florida 1948 Conference

The Board of Directors of the National Conference on State Parks met in Washington D. C. on January 30, 1948 with Tom Wallace, Chairman of the Board; James F. Evans, President; Lewis G. Scoggin, Thomas W. Morse, Charles DeTurk, Charles G. Sauers, Conrad L. Wirth, Russell B. Tobey, Horace M. Albright and Harlean James, Secretary, present. Herbert Evison and Dr. J. Horace McFarland joined the group for luncheon.

Plans were outlined for the Florida meeting of the National Conference on State Parks in December 1948. Mr. Scoggin said that plans have been developed for a 2-day meeting at Highlands Hammock State Park, Sebring, Fla., to be followed by a trip to Myakka State Park and thence to the Everglades, Miami Beach, Ft. Lauderdale and other points of interest on the east coast of Florida. It has been suggested that a trail would be dedicated to Col. Lieber during the Conference. The exact dates of the Florida Conference have not been determined.

General. The Second Annual Great Lakes Park Training Institute will be held in Pokagon State Park, Indiana, from February 23 to 27. This will be conducted by the School of Health, Physical Education and Recreation of Indiana University, with nine cooperating sponsors including the National Conference on State Parks. The main topics will be "Administration" and "Public Relations."

The October issue of *Shore and Beach* contains two excellent articles that should be of considerable interest to state park personnel. They are "Needed Shore Recreation Facilities" by Conrad L. Wirth, and "California's State Beach Program" by Gen. Warren T. Hannum. The first article deals primarily with the role of the Federal government in the acquisition and development of seashore areas, while the latter describes California's existing state beach program, which is the most active and extensive in the country.

The January issue of *Recreation* contains an interesting article entitled "A Review of Swimming Pool Regulations."

Alabama. The Alabama Department of Conservation has awarded contracts for its second and third fishing lakes, of 40 and 55 acres respectively, one to be constructed in Butler County and the other in Fayette County. Only two more lakes can be constructed by the Department from surplus funds of the Division of Game, Fish and

Seafoods. It was hoped that the 1947 legislature would enact a general fishing license which was proposed as the means of financing a continuing program that would lead to the building of public fishing lakes and recreational areas in each of the State's 67 counties. Revenue from the proposed bill was earmarked for this purpose. However, the legislature failed to provide the means for such a program.

California. The Supreme Court of the United States issued a decree October 27 to carry into effect its decision in the case of United States *v.* California, in which it was adjudged that the State of California has no title or property interest in the submerged tidelands off the California coast. California maintains that any decree issued at the present time could only be a declaration of abstract rights and could not be given practical effect until action is taken by Congress determining how and by whom the national resources in the three-mile belt should be developed. The national resources in controversy include about 3,000 square miles of territory adjacent to the State of California and probably 65,000 square miles around the entire coast of the United States. The Division of Beaches and Parks is particularly concerned with this ruling because under present state laws, 70 percent of the tideland oil royalties paid to the State is credited to the State Beach and Park Funds.

Georgia. The John D. Rockefeller mansion, recently purchased as part of Jekyll Island State Park, will be converted into a state museum and probably will house a $50,000 library contributed by the Jekyll Island Club.

A contract has been awarded for the first unit of the recreation building at Veterans' Lake Blackshear Memorial State Park. This building is planned as a Memorial Building to honor the war heroes of Crisp County, and will eventually cost about $200,000.

Kentucky. Russell Dyche, Director of State Parks, in his *Annual Report 1946–47*, presents a detailed analysis of the last fiscal year's activities and his plans for the future development of the state park system. He states, in conclusion, that "If no other accomplishment has been achieved, the awakening of a State Park consciousness in Kentucky and the resulting fuller discussion and demand for expanded facilities and services, do in themselves justify our efforts."

Michigan. On November 5, the Conservation Commission at its monthly meeting approved the disposition of Bloomer Number Four State Park by exchange for other lands in the Rochester-Utica Recreation Area.

The Parks and Recreation Division reported that 6,446 individuals had been furnished group camp accommodations during the 1947 summer season, a 32 percent increase over 1946. An additional 9,335 persons were furnished short-term use of these facilities during the period from January through October 1947. The Department has developed group camp facilities in 17 of its state parks, state recreation areas, or state forests. Typical facilities consist of a large central

building housing the kitchen and dining room, with a number of small sleeping cabins nearby.

Missouri. More than 30,000 acres were recently added to the public hunting grounds of Missouri. This land was declared surplus by Federal agencies and permits were issued to the Conservation Commission by the War Assets Administration and Federal Land Bank to use this land for purposes of wildlife and forestry management. State hunting regulations will apply to all of this acreage, and neither camping nor fire-building will be permitted.

South Carolina. The *Report of the State Commission of Forestry for the year July 1, 1946, to June 30, 1947,* by State Forester Charles H. Flory, contains a section on State Parks. This report includes a resume of operation and maintenance activities at each of the 18 state parks, general discussions of attendance and use, vacation accommodations, new construction and future improvements, and a financial statement for the year.

Texas. Gordon K. Shearer, well-known Texas newspaperman, was appointed to the post of executive secretary-director of the State Parks Board, effective January 1, to succeed Notie H. Lee, who died last October 2.

In the January issue of *Sparks,* the editor offered "Our Christmas Wish." In it he stated, "Texas State Parks can play some part in contributing to that greater goodwill towards peoples. They will offer a haven of peace and rest for those persons whose worry and work have made quarrelsome; they will furnish recreation and wide-open-spaces for the city-dweller whose cooped-up phobia makes him want to fight; and they will furnish natural settings where persons and people can get together and learn to understand one another."

Wisconsin. In the December issue of *Wisconsin Conservation Bulletin,* Dr. Aldo Leopold, in his article "The Ecological Conscience," discusses a recent statute adversely affecting recreation in that State. The article states ". . . the legislature, by statute, repealed the authority of the Public Service Commission and made County Commissioners the ultimate arbiters of conflict between power values and recreational values . . . It seals the fate of all wild rivers remaining in the state, including the Flambeau. It says, in effect, that in deciding the use of rivers, the local economic interest shall have blanket priority over statewise recreational interests, with County Commissioners as the umpire." As if to back up Dr. Leopold's statements, the following appeared in the December issue of *Outdoor America:* "One of the most beautiful canoeing and fishing rivers in the Middlewest, the Flambeau in Wisconsin, is again in danger of destruction by a dam proposed for cheap power by the Rural Electric Administration and the Dairyland Power Co-op."

In a talk given before the second Citizens Conservation Camp last August, Director E. J. Vanderwall of the Wisconsin Conservation Department presented the financial picture of his Department. Of the

total disbursements each year, approximately 7.1 percent goes to parks, 26.7 percent to law enforcement, 26.2 percent to fish management, 18.9 percent to game mangement, and the remaining 21.1 percent covers all other expenses for education, office rent, unemployment insurance, compensation, etc. The annual revenue received consists of $940,000 from fishing licenses more than $500,000 from hunting licenses, and $1,065,000 from the forestry tax law (2/10 of a mill from each State general property tax dollar). Federal aid funds and appropriations from the legislature for the forest crop law, recreational advertising, and payment of bounties on predators make up the balance of the money administered by the Conservation Department.

Chapter 549, Laws of 1947 (No. 352, 2.) gives definition, clarification and direction to the state park program; authorizes an expansion of the state park system; and provides for more adequate financing. An important provision of this act is the recognition that the use of fish and game funds is justified for park purposes. Allotments are to be made annually from the conservation fund (largely receipts from hunting and fishing licenses), the amount not to exceed 10 percent of the income of the conservation fund for the preceding fiscal year, but less than $150,000 annually. This amount will be approximately equalled by the appropriation from the general fund and by the money available from the newly established state park fund. Another significant provision is the definition of a roadside park as a naturally attractive area of five acres or more adjacent to a state trunk highway and the inclusion of such areas in the state park system. The smaller wayside parks remain under the jurisdiction of the State Highway Commission. The act also authorizes inclusion in the state park system of areas significant for botanical associations.

Coordinated Programs For State Recreation

The Federal Inter-Agency Committee on Recreation has received the following information which we are glad to present.

Arkansas. State Inter-Agency Committee on Recreation formed August 22, 1947. Chairman, Hendrix Lackey, Executive Director, Resources and Development Commission, Little Rock.

California. California Recreation Commission appointed on September 19, 1947, by the Governor in accordance with a new law approved July 8, 1947. Chairman, Clarence Dykstra, Provost of the University of California at Los Angeles; State Director of Recreation, Sterling S. Winans.

Illinois. Illinois Inter-Agency Committee on Recreation formed on October 1, 1947. Chairman, Ray O. Duncan, Supervisor of Health and Physical Education, Department of Public Instruction, Springfield.

Indiana. Advisory Committee on Recreation to Indiana Economic Council appointed by the Governor

on June 11, 1946. Chairman, Garrett Eppley, Field Recreation Consultant, Indiana University; Secretary, Kenneth L. Schellie, Director, Indiana Economic Council, 610 Board of Trade Building, Indianapolis 4.

Louisiana. State Inter-Agency Committee on Recreation met first May 13, 1947. Second meeting December 19, 1947. Chairman, William W. Wells, State Park Director, Louisiana State Parks Commission, New Orleans.

Michigan. State Inter-Agency Council on Recreation formed December 3, 1947. Chairman, Eugene B. Elliott, Superintendent of Public Instruction; Secretary, Julian W. Smith, Chief, Health, Physical Education, Recreation, School Camping, and Outdoor Education, Department of Public Instruction, Lansing.

Minnesota. State Advisory Recreation Committee appointed by the Governor, May 9, 1946. Chairman, Frank G. McCormick, College of Education, University of Minnesota; Secretary, E. L. Haislet, Youth Conservation Commission, St. Paul.

Missouri. Missouri Inter-Agency Committee on Recreation formed November 20, 21, 1947. Secretary, James F. Gamble, Director of Recreation Division, Resources and Development Commission, Jefferson City.

North Carolina. North Carolina Recreation Commission created by legislature on March 19, 1945. Chairman, R. L. McMillan; Director, Harold D. Meyer, Box 1139, Chapel Hill.

Tennessee. Inter-Department Conference on Recreation has been called by Commissioner of Conservation with sanction of Governor for January 14, 1948.

Texas. Governor's Committee on Inter-Agency Recreation formed. Chairman, Howard W. Dodgen, Executive Secretary, Texas Game, Fish and Oyster Commission, Walton Building, Austin.

Vermont. State Recreation Board established by legislature on March 27, 1947. Chairman, John T. Conley, Middlebury; Vermont Director of Recreation, Mrs. A. O. Brungardt, State House, Montpelier.

In addition to the above States where specific action has been taken, there has also been action in the following States along the lines of cooperation among state agencies with regard to recreation aspects of their program.

Alabama. In connection with a master plan for recreation for the State, which is in progress, cooperative work is being done by the State Planning Board, the Department of Conservation and others.

Colorado. Governor has expressed willingness to support an inter-agency committee if agencies wish to organize.

Maryland. Administrative heads of several state agencies favor early formation of an inter-agency committee or council on recreation to formulate a state-wide program of cooperative action.

Montana. Plans are under way for the calling of a meeting of various state agencies with the approval of the Governor.

Nevada. The Governor has written that he intends to plan a meeting of state agencies.

New Jersey. Governor reports

that there is a Governor's coordinating committee.

New York. State Youth Commission is composed of heads of the several state departments which, among other functions, are concerned with the development of recreation facilities and resources. Technical staffs of these departments meet together also.

Ohio. Representatives of the five state agencies in Ohio most interested in recreation, had a meeting on April 21, 1947.

Pennsylvania. The State Planning Board is taking steps to reorganize the Pennsylvania Recreation Council.

Watch Service Report

(Continued from page 24)

park areas and may not exceed 40 percent of total revenues received by such counties. There is further established a National Park Land Commission consisting of the Secretary of the Interior, two Senators, two Congressmen and two members appointed by the President. This Commission is to be charged with supervision of land purchases, land exchange, purchase price, etc. On May 20, 1947, Representative Peterson of Florida, introduced H. R. 3537 to authorize the participation of the States in certain revenues from national parks.

Federal City

H. R. 4849-S. 1924 (Murdock-Hayden) introduced January 6, 1948 and December 19, 1947. Authorizing and directing the Commissioners of the District of Columbia to prepare plans and subsequently construct a divided highway in Foundry Branch substantially in line of Arizona Avenue between Canal Road and Tenley Circle.

This bill would authorize the Commissioners to prepare plans for a four-lane divided highway with suitable grade separations and interchanges at appropriate locations along Foundry Branch following in general line of Arizona Avenue. The plans are to be submitted to the National Capital Park and Planning Commission and the National Park Service (National Capital Parks) for comments and suggestions. Upon completion this highway shall be known as Arizona Freeway.

The donors of Glover and Archbold parks object to an all-purpose freeway running through these parks. The APCA has sustained this point of view. It has been proposed that a parkway limited to passenger vehicles be laid out by the National Park Service in cooperation with the Public Roads Administration, that all Federal and D. C. agencies having control and jurisdiction of the lands in and adjacent to the Arizona Avenue right of way shall transfer their holdings to the National Park Service. The parkway would be known as the Arizona Parkway and it would be administered by the Superintendent of the National Capital Parks. This would insure a parkway type of construction and operation.

H. R. 4902-S. 1968 (Auchincloss-Ball) introduced January 12, 1948. To provide for home rule and reorganization in the District of Columbia.

This is an exceedingly well drawn bill of 150 pages to set up almost complete home rule. The difficulty is that such home rule applied to the Federal City does not take into account the holdings and responsibilities of the Federal Government in the Federal City.

The Committee of 100 on the Federal City approved by the Board of Directors of the APCA presented a statement at the hearings.

Home Rule should not be confused with granting to the unenfranchised residents of the District of Columbia the vote for representation in Congress and for the President of the United States. The desire of some of the local residents to take over complete responsibility for governing the Federal City in no way justifies Congress in turning over to a local electorate the duty conferred on Congress by the Constitution.

Should not any sound Home Rule bill give to the Federal Government a proportionate share of members of the local Council? Under the Constitution and in all fairness to the people of the United States, should not Congress object to delegation of legislative au-

thority to a locally elected Council of 12 which would in turn appoint a city manager, responsible neither to Congress nor to the Federal Executive Government. The Federal Government owns nearly half of the District outright and its considerable investment in public buildings, grounds and parks is constantly increasing. *Should not Congress retain the power conferred upon it by the Constitution "to exercise exclusive legislation in all cases whatsoever" and delegate only specific and defined regulation-making?*

Should not any legislative District Council, instead of being locally elected, in part by the ward system, be composed of members appointed by the President of the United States and members elected at large by the qualified voters of the District of Columbia? Instead of providing that the administrative city manager be appointed by the locally elected (or partly elected) legislative body, would it not be better for a single Administrator to be appointed by the President of the United States, who is the Federal Executive elected by *all* the voters in the country.

It is axiomatic that Congress should appropriate the Federal Government's adequate share of the expenses of the District in which the Federal Government has so large a stake; but should these appropriations, which will increase with Federal acquisition of land and buildings, be turned over to a locally elected Council as a contribution to a local budget? *Should not Congress maintain control over the budget for its own Federal City?*

In addition to incorporating the mistaken conception of the Federal City as a local community, to which complete home rule could rightly be applied, H. R. 4902 would handicap the National Capital Park and Planning Commission by transferring to the District Government the function of park purchase which was conferred on the Commission by Act of Congress; would dismember the excellent park system which has been laboriously built up, largely with Federal funds, by transferring most of it to the District Government; would destroy the trained and efficient park police force, which has been developed to serve the regional park system, by consolidating it with the metropolitan police; would substitute for a Board of Education, appointed by an exceedingly efficient system, a locally-elected Board; would abolish the Recreation Board which was established by Congress after most exhaustive research; and would turn over the sources and transmission of the water supply outside the District, now under Federal control, to the local government. *Are these improvements?*

In any District reorganization bill, should not Congress protect itself and the Federal Government from provisions which would transform the Federal City into another local community over which Congress would no longer exercise the full power entrusted to it by the Constitution?

State Parks

H. R. 3866 (Reed) introduced June 16, 1947. To exempt from admissions tax admissions to recreation facilities and activities operated or conducted by the Federal Government, the several State governments, or political subdivisions thereof. Practically all of the State Park agencies would like to be relieved of this tax on public recreation. Referred to the Committee on Ways and Means.

The Future of Our National Parks

By Hon. J. A. KRUG, Secretary of the Interior

Given at the Conservation Dinner in honor of the National Park Service, by the American Planning and Civic Association, January 30, 1948.

It is a special honor to attend and address this meeting.

First: Because the American Planning and Civic Association has always been a loyal friend and wise counselor to the Department of the Interior in all of its conservation activities.

Second: Because of my high regard and respect for the men and women of the National Park Service and for Newton Drury and Arthur Demaray and the other high-minded, public-spirited leaders of the Park Service.

Not only is it a special honor to be

here tonight, but it is also a good and comforting feeling to meet with such an impressive group having a united view on the basic national issues involved in conservation and in development of our national park system.

I recognize that many of you here tonight do not necessarily share my political beliefs. But regardless of politics, regardless of our business or governmental pursuits, all of us share a mutual devotion to the beautiful recreational areas comprising our national parks and monuments.

We are, therefore, able to forego the customary partisan attack and defense, criticism and justification, hostile inquiry and bristling explanation.

So, too, are we able to pass by the usual and extended discussions of basic principles. These brief remarks tonight can be devoted to a statement of my belief as to what the National Park system of this Nation ought to be and my hope as to what it may become for greater usefulness and enjoyment for its 145 million owners.

Before doing so, however, I should like to cover a few broader matters of general interest to those devoted to conserving our natural wealth.

I think we all agree that the need for conservation and effective utilization of our natural wealth is greater than ever.

a. Our expanding economy with our people fully employed for the first time in modern history requires more materials of every kind than the most stringent period of war.
b. There will be some further but temporary drain to rehabilitate Europe under the Marshall Plan.
c. Any objective analysis of our resource position brings the conclusion that world peace and world prosperity are closely linked and neither can be obtained without the most effective conservation and use of the resources of the entire world to meet the needs of the people of the entire world.

At last year's meeting, you were rightly worried and concerned about many things:

a. Over-cutting of forests.
b. Erosion of our soil.
c. Private acquisition of public domain.
d. Water control programs for large river systems.

To return to the National Park system, I think it is clear that our great national parks and monuments have but one justification for their existence. That is,—service to the people of the United States.

The law which established the National Park Service pledges it to provide for enjoyment of the scenery, the natural and historic objects, and the wildlife, and in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.

Thus, the purpose and to some extent the manner of accomplishment were both plainly set forth by the Congress.

The records show that during the last travel-year more than 25 million persons visited areas administered by the National Park Service. This compares with 21,200,000 during the preceding year.

This is an impressive showing, but in my opinion not enough Americans are yet sharing in the enjoyment of these magnificent parks and monuments.

To this end we must develop and achieve a comprehensive improvement program.

So, these are the things that I hope for:

1. An orderly and adequate program of physical development: Modernized, safe road and trail systems; properly placed pleasant-to-use campgrounds; modernized and extended water and waste-disposal systems; decent housing for employees and their families; modern working quarters and, whether it is to be done by public enterprise or by private enterprise, plenty of accommodations of all kinds for visitors, offered to them at costs that all groups of our people can afford.

2. A more adequate and better executed program of services that will help the visitor to a real understanding of the purposes for which these areas have been established, and of the natural phenomena or the historic objects preserved and displayed in them.

3. Every reasonable provision for the protection of priceless and irreplaceable properties against either unnecessary wear and tear or the acts of the careless and the vandalistic.

4. Protection of resources which are now being used for their highest purpose—the inspiration and enjoyment of the American people—against any commercial exploitation that cannot be justified on the basis of need so pressing that the economic stability of our country, or its existence, would be endangered unless such use were permitted.

Notwithstanding all of our needs and all of our problems, I think the Park Service should be commended for real progress during the past two years. I have referred to the record number of visitors and you are all acquainted with such obvious marks of progress as the creation of Everglades National Park and the clearing up of final difficulties which permitted the dedication of Mammoth Cave National Park; Olympic National Park; Isle Royal National Park; Fort Fredericka National Monument.

These are the more obvious marks of progress. Perhaps even more significant is the crystalization of sound policy which has been a process of many years of evolution. We have adopted a definite policy concerning park boundaries. Briefly, to the effect that the Department will approve no changes which reduce the size of any park or monument unless the evidence is so overwhelming that public necessity requires it. I recognize that our good friends in Congress have the final say in such matters, but I am very certain they will want to listen to our advice. As encouraging examples, I am more confident than ever that we will win the battle to preserve the boundaries of Olympic Park and the Jackson Hole Monument.

After over a year of work, our Concessions Advisory Group has completed its recommendations for a standardized and simplified policy for park concessions which should help to eliminate many of the ir-

regularities which have caused difficulties in the past.

We have also been working diligently with other Government agencies to perfect the Federal government's participation in recreational activities, and I am sure that this work will produce results in assisting the States and municipalities in perfecting the most effective overall program.

I feel that when the Congress passed that act in 1916, it had everybody's enjoyment in mind. I am convinced that there exists an obligation, not now being met, to take the parks to the people who can't take themselves to the parks. Fulfillment of that obligation is not propaganda, but merely an extension of the enjoyment and satisfaction now provided by direct experience.

The American Planning and Civic Association; other organizations; a few writers and film makers are doing something along that line. Yet its possibilities have hardly been touched. To every citizen of our Nation, Yellowstone, Yosemite, Grand Canyon, Yorktown, and Vicksburg should be something more than names. Whether in fact or only in pictures, these places should mean to them beauty, a deeper understanding of the natural processes which moulded the face of our country, and greater appreciation of the devotion and wisdom and courage of those who have made this truly the land of freedom and opportunity.

I was present last month when President Truman dedicated our newest national park—Everglades. In an able—and non-partisan talk—he called attention to the unbreakable link between our need for conservation of natural resources and our need for conservation of the human spirit. He concluded, as I shall now, with a text from the Book of Psalms. For me, it is the finest statement of the national park idea ever written: "He maketh me to lie down in green pastures; he leadeth me beside the still waters. He restoreth my soul."

New Towns For Britain

By G. HOLMES PERKINS, Norton Professor of Regional Planning, Harvard University; Correspondent of Britain's Ministry of Town and Country Planning

Britain expects to have 20 New Towns near completion in 10 years. A million persons will live in these green towns. A new life is offered, work close at hand but without industrial blight, parks and playgrounds round the corner, schools safe from traffic hazards, a variety of shops within reach of the mother with the pram and good homes with gardens. All these things were offered by Howard 50 years ago in his "Garden Cities of Tomorrow." Yet up till now this vision has not been sufficiently persuasive to the public mind to secure effective action. It was not because the shortcomings of the past in housing and in planning were not recognized, but perhaps because there remained

a hope that less drastic and comprehensive remedies would suffice.

The years between World Wars I and II saw a frontal attack upon the slums. New legislation, Government grants, and an aroused public conscience contributed to the progress in eliminating bad tenements and replacing them with healthy housing. Yet in too many cases the relief offered was mere shelter divorced from the equally insistent needs of the whole family for work, for recreation, and for schools and shops. These islands of new sanitary homes were, at times, hardly less monotonous than the former slums. Their communal green areas were often so small that children quickly wore out the grass. Open space did not keep pace with the demand. Shops were usually inadequate. Schools were seldom well located for children who had to walk there, nor sufficiently provided with playfields. Were these attempts, commendable and daring as they were, really complete answers to a proper environment for family life?

The Real Alternatives: Side by side with these efforts to clear away the debris of the 19th century, much new speculative building continued the traditional urban sprawl. Each decade saw the newest suburbs surrounded with still newer ones; the latest ring cut off the earlier from open space and country, and the more well-to-do were enticed away into one-class suburbs or into those most inhuman but profitable ribbon developments which knifed the countryside.

Few people realized that real alternatives to this procedure had for long been proposed and were possible without increased cost. The habits of generations were hard to shift. Public acceptance of the new ideas came slowly, and the policies of government, dependent on public support, were equally slow to change. Yet the urge to improve conditions by tackling each problem as it arose began to build up a feeling, if not always a conviction, that many of the ills were inextricably intertwined and needed surgery, not pills. The slump of the 1930's, the attempts at relieving distress in the development areas, and the Barlow, Scott and Uthwatt reports began to bring the problems to focus and to give form to emerging Government policies.

The resulting change of public policy has been a profound one, reached under the stress of war. The new policy, which declares for government control of the use of all land through a positive program of planning, is the product, at least in major part, of a Coalition Government. As such, it represents more completely the changed attitude of the people than would any strictly Party measure; the nearly complete absence of opposition to the principles of the New Towns Bill is striking evidence of this. The experiments and partial solutions of the inter-war period were necessary steps in the evolution of planning theory and practice. Each made its contribution, but none, unsupported by others, was capable of remoulding the city into a livable form.

Years of research, public discussion, and experiment brought Britain to the decision that the endless expansion of cities was not

necessarily a sign of social or even industrial health. The concentration of people around London and the Midlands was draining the strength of the rest of Britain and producing more sprawl. The Barlow report on the distribution of the industrial population brought a changed attitude; the Scott report made Britain aware of the serious losses of agricultural land which the continued movement of population to the South would entail. Lord Reith, former Minister of Works, authorized the Uthwatt Committee to proceed on the assumption that "the principle of planning was accepted as national policy and that some central authority would be required." The Committee's Interim Report in January, 1941, offered suggestions for a central planning authority and its final report proposed concrete formulae for handling the problems of the ownership of development rights in land. The Government White Paper, "Control of Land Use," assumed full control by the Government of the use of all land, while offering an alternative to the Uthwatt formula. The evolution of planning policy was speeded by the New Towns Committee. In a few months' time it made Interim and Final Reports which stand as models of clarity of expression and landmarks standing side by side with the development of purely official policy. Legislation to implement these recommendations was almost unopposed in Parliament.

Keystone To Planning Structures: The Government already fully controls the use of all land in Britain through the agency of local authorities. But legislation without guiding policies can well be fruitless. These policies, stated in a series of White Papers and in Parliament, give clear directives to Britain's Ministry of Town and Country Planning in the administration of the Planning Acts. Among these policies are: the development of a national planning policy under the leadership of the central government; the preparation of measures to acquire the development rights in all land; the encouragement of the location of new industries in the development areas; the prohibition of new industries in already saturated areas; the reservation of the best agricultural land for farming; the planned decentralization . . . of the larger urban centers; a stop put to the continued spread of cities by the establishment of permanent green belts; the accommodation of any "overspill" of people or industry due to a lowering of density or the forced re-location of bombed-out or expanding industry in the New Towns lying beyond the green belt. Seen thus in their proper setting, the New Towns are but one facet of the new planning system already established under temporary powers which will probably be widened and made permanent by a 1947 Planning Act. They may nonethe-less prove to be the keystone in the new planning structure particularly in this period of critical housing shortage. Without question, Britain must give, for several years at least, the top priority to housing. The New Towns must bear a share of this burden of providing homes for bombed-out families or new families who have never had a home of their own. These homes

must be supplied soon and certainly in view of the crying need a 10-year schedule is none too rigorous.

The obvious alternatives to New Towns are to allow the continued growth of suburbs as between World Wars I and II, or to rebuild the blitzed areas at their former or even higher density. The first alternative has been firmly opposed by the Barlow report and by the policy of both the Coalition and the present British Government. The second alternative has many shortcomings; it would force a high percentage of families to live in apartments rather than houses; it would be impossible, even at the higher densities, to provide either adequate parts or to meet the minimum standards for playfields set by the Education Act of 1944; nor could the city be humanized by merely replacing antiquated structures. These insuperable objections make it impossible to consider this alternative as a serious possibility. Certainly, a policy which limits the physical growth of the large cities and provides in new towns for overspill is the only one which can humanize Britain's cities. When one speaks of New Towns, it must be remembered that most of those proposed will be enlargements of existing villages or towns, but usually towns so small that the existing centers will become no more than neighborhoods of the future town.

Another critical reason for the necessity of getting on at once with the New Towns is that an adequate supply of housing must be on hand before any serious amount of demolition can be afforded. For this reason, few blitzed areas lend themselves well to comprehensive rebuilding because the cleared areas are invariably so sporadic and limited in size that reconstruction is extremely difficult unless considerable demolition is undertaken very early in the program. Doubtless a limited amount of work can and must be done soon in the blitzed areas, but always against grave difficulties. It is particularly in these areas that agreement must be reached between the Ministries of Health and Planning on the standards of density. Amendment to the housing legislation is needed to remove the present pressures for dense redevelopment where the price of land is high. The passage of a new Planning Act in 1947 covering the problems of compensation and betterment should allow decisions on density to be made on a firm social basis.

The New Towns will be built under powers granted the Minister by the New Towns Act of 1946. The Minister will vest in Government corporations—a separate one for each town—all the powers necessary to build the town and to manage the properties built or acquired—including the power to purchase all the land, to develop industry and housing, to build shops and schools, and to manage the properties until such time as a New Town is, with the consent of Parliament, turned over to the rapidly growing local authority with all normal powers whose boundaries conform to the area of land under the ownership of the corporation. The members of the Government corporation are appointed by the Minister after consultation with, and in some cases upon, nomination by the local

authorities within whose area the town will fall, or from those authorities exporting population or industry to the New Towns. The board will make policy decisions, but they will probably decide that the active operations should be in charge of a general manager, under whom will be the heads of at least three major departments. The first of these, the technical department, will make the town plan, the architectural, landscape, and engineering plans and the quantity estimates. The administrative department will be concerned with personnel, finance, contracts, real estate management, legal problems, social welfare and public information. The construction department will be in charge of the building program and will act in a supervisory capacity over the contractors. None of these organizations are as yet beyond the discussion stage. The success or failure of the program will largely depend upon the efficiency of this staff. It is estimated that even without engaging in any actual contracting itself, each corporation will need at least 200 persons on its staff, of whom about half will be professional. Experience on this scale is scanty, yet on this point may well hang the fate of these towns.

The New Towns will in no sense be dormitories for their larger neighbors. Jobs will be available within the town for all who live there. This is not to suggest that different members of a family will not seek employment at various places within the town and that therefore the journey to work will not be more convenient for some than for others, nor that even in some cases some persons may not work outside the town or in the center of the metropolis. There will be work for the unskilled, the mechanic, the shopkeeper, and for the business and professional man, and if the discussions already under way at Stevenage are a fair criterion, this goal of attracting all economic groups appears to be in sight.

Self-Contained Towns: Of the 20 New Towns proposed in this first 10-year program, about half will lie outside the London green belt. Their very nearness to London will make them dependent upon the capital for services which no town of 60,000 or even many times that size could possibly provide; yet for all daily, and most weekly needs they will be self-contained. The sizes of the towns are dependent upon a number of factors. Although as yet no scientific and infallible method of calculating the ideal size has been devised, it is obvious that among the most critical of the factors is the need of improving the educational level of all schools of the community to meet the standards vizualized by the Education Act of 1944. In general, this means that the minimum size of a town must be in the neighborhood of 25 to 30 thousand persons. In the case of those towns lying near London, there are very practical reasons why this size is too small. There are a limited number of suitable sites close to the outer boundaries of the green belt, and if these sites are to take half the overspill from the County of London and the Greater London area, assuming that the other half will be accommodated in minor extensions of existing communities, it then

becomes necessary to plan for towns of around 60,000 people.

The London region, on the other hand, is not the only one where the need for the New Towns has been clearly demonstrated by the regional plans. Within the evolving framework of these regional studies another 10 towns are planned in the midlands, the north-east, the Clyde Valley and south-east Scotland. For example, on the recently opened coalfields of Fife, new towns will be built where, in addition to mining, other opportunities for work will be provided, especially for women, in light industries.

The actual construction undertaken by each Government corporation must be preceded and accompanied by long interdepartmental consultations, discussion, and finally agreement. To outline the area to be taken requires thorough study of the terrain and its appropriate use. Inevitably there are conflicting claims as between urban and agricultural use which must be settled between Ministries. Agreements must be reached with the Ministry of Transport on the location of trunk routes and the schedules for building. Priorities must be assigned and arrangements made for bringing labor daily to the site or for providing temporary shelter for the thousands to be employed on each town. These are not small problems and in the first of these towns at least, most must be solved before the Corporation can be appointed by the Minister. This unspectacular, time-consuming preparation is now far advanced on several towns.

From estimates on Stevenage it appears likely that the 10-year schedule for completion can be met by employing an average of three to four thousand workers a year on the site, reaching a peak of perhaps 6,000 in the fifth year. The cost of this town of 60,000 will probably average from £3–£4 million ($12–16 million) a year. The 10-year schedule was chosen: first, because it was felt, considering the complexity of the job and the present scarcity of men and materials, that a shorter building program would not be possible without a corresponding increase in the planning period; secondly, because some of the inevitable mistakes would be corrected as the development continued, and thirdly, because the 10 years is the longest period allowable if the new towns are to contribute effectively to the decentralization of London or other overcrowded cities.

Among the most urgent projects at Stevenage, as in most of the new towns, will be the development of water supply and sewage systems. The pollution of streams and the sinking water table make for particular difficulties in the London region where the multiplicity of water boards and companies have already tapped most of the local supplies. The maximum daily need, estimated at 80 gallons per person, will be met at Stevenage by wells sunk in the chalk. The resulting hard water will be softened and pumped to the local reservoir and tower. Sewage disposal presents even more difficult problems because of the comparatively small flow of the nearby rivers. Ultimately a regional system will be built while temporary treatment

plants will handle the immediate problem.

These problems, made doubly difficult by shortages, are nevertheless the same as must be overcome on any large- scale task. The New Towns are important not because of the size of the job but because they mark a new era in which people will mould their cities to their liking.

The planning principles upon which the towns are based have evolved from Howard's Garden City ideals which have been for a generation so warmly fostered by Osborn. These principles, combined with those outlined by Abercrombie in the County of London plan, form the basis of the designs. The patterns of the towns, providing graciously for pleasant living, open possibilities for experimentation in the development of neighborhoods. The Minister has promised publicly that these possibilities will not be missed for lack of boldness. To the architect a dream seems about to come true. Through experiment, with the inevitable mistakes and still more experiment, Britain seems about to lead the way to the city of tomorrow.

The New Towns gain their strength and vigor from their regional setting, from their place in the process of humanizing the worn-out towns, and as a part of a national planning policy. Alone, the New Towns would be of far more than passing interest. Seen in their setting, they become symbols of the finest, most democratic and comprehensive planning effort of our generation.

Decentralization: A Nationwide City Problem

From address given before the City Planning Committee of the Washington, D. C. Board of Trade by HARLAND BARTHOLOMEW, City Planner, St. Louis, Mo.

Transportation has always been a determining factor in the location of cities. Transportation has likewise been a controlling factor in shaping the form of cities.

Reason for Decentralization

Prior to the invention of mechanical transportation, cities were extremely small and had high population densities. Following the introduction of mechanical transportation, the potential area of the city was enlarged considerably—approximately 300 percent. This increase in area represents an enlargement of the potential area of urbanization from a two-mile radius to a five-mile radius.

The introduction of the low-priced, high-speed automobile about 1920 again enlarged the potential area of urbanization about 900 percent, assuming a fifteen-mile radius of urbanization.

The scale of the American city has been changed radically in a little more than a half century. Using general dates and figures, we may say that the American city has increased in potential physical area or in scale approximately as follows:

1870 2-mile radius, 24 square miles

1910 5-mile radius, 78 square miles
1940 15-mile radius, 698 square miles

The 300 percent expansion in the physical area of the American city between 1870 and 1910 was largely compensated for by a corresponding increase in the total population of most cities. Population density in the enlarged area, however, was generally only about one-third to one-fifth that in the original city area.

Decentralization a Universal Problem

While the total population in most cities increased considerably between 1910 and 1930, it is a well known fact that many cities lost population between 1930 and 1940. Even the total population of metropolitan areas (cities plus their fringe areas) increased but 8.1 percent between 1930 and 1940. There is no prospect of future rapid population growth in American cities or metropolitan areas. It can be stated as a generality, therefore, that while the average American city or metropolitan area may increase its total population by as much as 100 percent, the corresponding increase in potential area of urbanization is 900 percent.

The implications of this phenomenal change are innumerable. For better or for worse, we are in the process of building a new American city, greatly enlarged in scale and based upon the comparatively new modern form of automobile transportation. We have not yet witnessed the full impact of automobile transportation upon the American city.

Benefits of Decentralization

Decentralization is taking place because of the desire to get away from crowded, congested, noisy and unpleasant conditions in established city areas. In continental countries much of the population has accepted an urban way of life, but this is not true in American cities. For the most part our city dweller has a mental concept at least of living on the urban fringe—with the city on one side and the country on the other, with the advantages of both and the responsibilities of neither. Unfortunately we cannot all live on the fringe, although prior to the war many were engaged in crawling over one another in an attempt to accomplish this ideal.

The greatly enlarged scale of the city made possible by the automobile should provide ample opportunity for a pleasant, open type of living for all of the population. It is not necessary for the entire population to be housed in single-family dwellings, each with one or two acres of ground, since this brings responsibilities and expense which not all of the population wish to undertake. There is no longer need, however, for gross population density of 100 or more persons per acre such as characterized our earliest cities. In the city of the future there can be less congestion, more park and recreation areas, and various types of more open living conditions according to individual desires.

Dangers of Decentralization

There are many inherent dangers in decentralization. The first is economic. It stands to reason that we cannot expand our physical plant 300 percent, 600 percent, or 900 percent, especially that part of

our physical plant which is paid for by public taxation, *i.e.* sewers, water, streets, utilities and such, not to mention increased annual operating and maintenance costs, without inviting financial disaster. Uncontrolled decentralization at the present time is carrying us well along this road, however. Speculative interests are taking advantage of the new mode of transportation and are urging new streets and highways to open up the entire potential area of urbanization, not merely to sell agricultural land at urban prices, but to build multiple dwellings in these abandoned cornfields and cabbage patches (frequently financed by federally insured loans).

Uncontrolled decentralization can quickly undermine the entire structure of values throughout the whole city. It is indeed surprising that values throughout most areas in the average American city have held up as well as they have. This is due in part to the restriction on transportation imposed during the war years. What will happen as a result of increased use of the automobile in the years ahead is problematical. Undoubtedly values have been too high in numerous instances, but uncontrolled decentralization conceivably can wreak havoc with all values and simultaneously increase public expenditures beyond all reason. To some of us it seems highly significant that most cities have found it extremely difficult to keep their tax rates within limits without decentralization.

Proposed Comprehensive Plan of Washington

The National Capital Park and Planning Commission is charged by act of Congress with the duty of preparing a comprehensive city plan of Washington and its environs. The Commission prepared such a plan in the years following its initial appointment in 1926. Innumerable detailed plans and statistical studies have since been prepared but no printed publications have been issued during the past 8 or 10 years. Recently the Commission decided that it would be advisable to bring its studies up-to-date and publish them in a single volume so that all persons interested may know the present status of the comprehensive city plan. In so doing it is proposed to bring up to date all parts of the comprehensive city plan, particularly those of special current interest such as transit, streets and highways.

Residential Decentralization

Washington, in common with other large American cities, is facing decentralization problems. Over 80 percent of all new residential construction is reportedly taking place in suburban areas. This trend will probably continue because of insufficient supply of available land well suited for residential purposes within the District boundaries. Decentralization of this character is apparently inevitable although it should not be allowed to continue to the point where population is drawn out of established central areas in such numbers that large blighted districts are created. This has happened in other cities, and it will happen in Washington if present residential areas are not given adequate protection by zoning, by rehabilitation, by community im-

provement, and by such other measures as will continue to make these established central residential areas attractive and inviting places in which to live and raise a family. Our planning programs in this field have not been sufficiently clear and effective.

Business Decentralization

The central business district of Washington, like that of other large American cities, pays taxes undoubtedly much greater than the numerous public services required. This helps to ease the burden of taxation on residential property, or rather to absorb the excess burden created by the obsolete areas or slums. Central business districts are particularly susceptible to decentralization. Some 29.8 percent of total retail sales in the Los Angeles metropolitan area were made in the central business district of that city in 1933. This total was reduced to 17.6 percent in 1946. Where a city spreads over an extremely wide area, as in Los Angeles, it is inevitable that much business must be transacted in local areas for the sake of convenience. It is inevitable that a certain amount of business will be transacted locally as population decentralization occurs.

In most cities, however, the central business districts should be able to maintain their total dollar volume of retail sales and possibly increase these to some extent if two extremely important modern conditions are clearly recognized and wisely provided for. The first of these is to provide genuinely adequate parking space. The second is to reduce traffic congestion.

Adequate Parking Space

Central business districts in large cities will lose business and will experience varying ratios of decline if generous parking facilities are not provided. Prior to the war some chain stores provided a ratio of one square foot of parking area for each square foot of commercial floor area. Some of these commercial concerns have now doubled these ratios to, *i.e.*, two square feet of parking area for each square foot of commercial floor area. Some suburban shopping centers are providing as much as 4 or 5 times as much parking area as commercial floor area. This is the new competition for central business districts. It cannot be ignored. It is probably the biggest single factor among decentralization problems.

Reduction of Traffic Congestion

Many central business districts are badly congested today. Frequently this congestion occurs on the approaches to the business district as well as within the business district proper. Some relief is needed. Just where this relief should be, what form it should take, what costs can be justified, and similar questions must be determined separately in each municipality according to the circumstances encountered. Probably the greatest relief possible is the adequate provision for mass transportation where this can be done at reasonable cost. Separation of grades at strategic street intersections—in which Washington has been a leader among American cities—is highly desirable to relieve bottlenecks. In some instances express highways will be justified. More and more, traffic studies are

needed to help us determine where and how we can do the most good with available funds. Certainly, we cannot afford to build express highways merely to facilitate decentralization. Nor would it be good judgment to build express highways to bring more traffic into the business district than can be handled on surface streets or for which no parking facilities are available. The express highway is going to play an important part in the future development of the American city, and we must learn how it can be used to best advantage in reducing traffic congestion and improving the stability of our central business districts. This cannot be done, however, without genuinely adequate parking facilities, if you will pardon this reiteration.

Comparison with Other Cities

It is often dangerous to generalize, but from general observation and without specific facts at hand, it seems fair to say that Washington apparently has experienced less decentralization than most other American cities. The rapid residential decentralization now occurring raises considerable question as to the future, however. Certainly, the streets of the central business district of Washington are wider and more numerous than we find in such cities as Baltimore, Boston, or Pittsburgh. The mass transportation facilities appear to be of good standard as compared with those of many other communities. The total parking facilities available appear to be low as compared with some of the cities.

These are generalities, however, and are mentioned merely because they are subjects which have received much study at the hands of your local officials and to which further consideration will be given in the comprehensive city plan.

The Vital Function of Planning

Enough has been said perhaps to indicate that decentralization is with us now and has been for some time, that the trend will be accelerated in the years immediately ahead, and that taxes may be increased enormously if we do not face this situation squarely and courageously now.

Time will not here permit of extended discussion of this subject. At the risk of oversimplification, it appears that the urgent immediate actions necessary are:

1. *Create a single agency of government with power to control development.*—As matters now stand, most urban areas are hopelessly divided among a multiplicity of political units. There are over 1200 political units with taxing authority in the Chicago metropolitan area, over 600 in the St. Louis metropolitan area. Without unity of planning and unity of administration, the prospects are excellent that the future American city will be a greater hodge-podge than anything we have yet witnessed.

No suggestion is here offered as to the most appropriate readjustment of governmental authority. The simplest and most obvious thing to do is to unify the urban area under a single agency of government such as is so wisely provided for by law

in Virginia. Its realization may be difficult if not impossible but anything short of this will be a compromise, with complications that multiply in proportion to the degree of compromise. Perhaps some of the authorities in the field of government can suggest a reasonable and economical form of metropolitan agency to perform vital functions, although such suggestions have been conspicuously lacking up to the present time.

2. *Prepare, adopt, and enforce a plan for the enlarged city.*—We should attempt to determine all characteristics of urban growth and to direct them into orderly channels. This can only be done by making a plan, revising it as occasion may require, and adhering to the plan. It is to be expected that we will have some difficulties in agreeing upon a plan because of differences of opinion based upon varied viewpoints, but it should be possible to reconcile most of these differences. Without some well balanced and well ordered plan, however, an extremely chaotic condition is inevitable.

3. *Determine the types of controls and the specific public works and improvements which are most needed.*—One of the great criticisms leveled at current city planning activities in most cities is that it should have been undertaken forty or fifty years ago. With this we can all agree. My colleagues in the city planning field would undoubtedly join me today in saying that we have unparalleled opportunity to plan, design, and build a much better type of American city during the next half century, but that planning must be done now. When we see apartment houses being built in the cornfields, as some now are, and when we see express highways being proposed whose principal use will be to expedite the flow to suburban areas rather than to relieve central city congestion problems, we are not too hopeful for the future. On the other hand, in some metropolitan areas both city and county governments are aware of the dangers, have adopted carefully prepared building codes, zoning ordinances, subdivision control regulations, and public works programs.

Conclusion

The preceding remarks may give an impression of extreme pessimism. Such is not the intention. The greatly enlarged physical area of the American city made possible by the automobile is a technological development of great significance. It offers splendid opportunities for improved standards of living. Like the atom bomb, on the other hand, it has inherent dangers of misapplication. The social advantages of a more open type of city may be offset by greater disadvantages of economic waste.

Our present cities are not all bad. They are logical in form and do not need to be scrapped or displaced by some new idealistic form of completely decentralized city. It is the considered opinion of this speaker that still greater difficulties lie in that direction. Decentralization emphasizes the need for improved planning within our central city areas. We shall always need a central business district. It can be

strengthened and improved if we are wise enough to provide improved transportation facilities, genuinely adequate parking accommodations, and reduce traffic congestion. Established residential areas are for the most part desirable and conveniently located in our central cities. Slum areas and blighted districts are emerging due to obsolescence as well as to decentralization. We need separate programs for the obsolete (or slum) areas, for the still greater blighted districts, as well as for improved neighborhood unit planning in both old and new residential areas.

No city is ever fully built. Conditions change, and each new generation develops new ideas and new viewpoints. We cannot rebuild our cities overnight, but with careful planning we can bring about replacement, reconstruction, and readjustment in orderly fashion, with gradual improvement in living and working conditions and within our ability to meet the cost.

New Book on the Old West

"Picture Maker of the Old West," a volume containing nearly 400 of William H. Jackson's photographs, paintings, and sketches of the Old West, with accompanying text based on diaries and notebooks he kept during his many years in the West, has been published by Charles Scribner's Sons. The "Picture Maker," or "Pioneer Photographer" as he was known to many, first went West in 1866 as a bushwhacker and four years later was engaged as photographer for the famous Hayden Survey of the West. His photographs of the Yellowstone region, the first ever taken, did much to bring about establishment of the region as a national park. The West and its portrayal continued to interest him until his death at the age of 99. His son, Clarence S. Jackson, who prepared the pictures and text for publication, writes in the Foreword to the volume: "Always, as a recreation from the more prosaic settings or duties with which his later life required him to occupy himself, he would return to the West or to a portrayal of the West. In his studio, which he left one day in 1942 never to return, there stood on his easel an unfinished picture of a Western scene."

Recent Publications

Compiled by MARGARET H. BEALE, Assistant Librarian in Charge of Planning, Rotch Library, School of Architecture and Planning, M. I. T.

American Planning and Civic Association. American planning and civic annual. . . , edited by Harlean James. Washington, D. C., American Planning and Civic Association, 1947. 214 pages. Front., illus. Price $3.00. Free to members.

"A record of recent civic advance in the fields of planning, parks, housing, neighborhood improvement and conservation of natural resources, including addresses, discussions and round tables presented at the Citizens Conference on Planning, held at Milwaukee, Wisconsin, April 28, 29, 30, 1947, and the papers given at the National Park Conference held in the Interior Building, Washington, D. C. on April 1, 1947."

Dahir, James, comp. The neighborhood unit plan, its spread and acceptance: a selected bibliography with interpretative comments. New York, Russell Sage Foundation, 1947. 91 pages. Front., plans. Price $1.00.

The planned residential neighborhood is widely accepted as the basic unit for successful urban planning. Mr. Dahir's selected bibliography of some 200 works—with comments—traces the background of the neighborhood unit plan and its applications here and abroad.

Geddes, Sir Patrick. Patrick Geddes in India; edited by Jacqueline Tyrwhitt, with an introduction by Lewis Mumford and a preface by H. V. Lanchester. London, Lund Humphries, 1947. 103 pages. Illus. front. (port.), plates. Price 10 shillings.

These brief excerpts from reports which Sir Patrick Geddes made on some eighteen Indian cities between 1915 and 1919 give an interesting picture of "P.G." and his technique and of the India with which he was concerned.

Glazier, Alice E. and Rundell, Edwin F. Buffalo—your city. Buffalo, N.Y., Foster & Stewart Publishing Corporation, c1947. 255p. Illus. Price $2.50.

Sponsored by the City Planning Commission, this textbook was written for use in the Buffalo schools. It gives a background of Buffalo's history, government, social and cultural institutions, recreational facilities, etc. A good example of what can be done to stimulate interest in city planning among the young people who will be citizens of tomorrow.

Sacramento, Cal. City Planning Commission. Planning standards. Sacramento, Cal., City Planning Commission, 1947. 3 vols. Plans, diagrs. Price $2.00 per set.

The Sacramento City Planning Commission has published its planning standards in three working manuals: (1) streets & subdivisions, (2) parking, and (3) set-backs and zoning by design. The manuals (19, 19, and 32 pages respectively) are 8½ x 11 inches and consist largely of drawings and charts, with a page or two of explanatory text.

Thompson, Arthur H. Billboards and Zoning. Harrisburg, Pa., State Planning Board, n.d. 19 pages.

This thesis, reproduced and distributed by the Pennsylvania State Planning Board, investigates the "political, economic, and legal problems involved in the attempt of state legislatures to control or prohibit the use of state highways for advertising purposes."

U. S. Bureau of the Census. Government units overlying city areas. Washington, D.C., Bureau of the Census, 1947. 55 pages.

This report makes it possible to unscramble the complexities of local-government structure and functional responsibility within 397 cities in the United States with populations over 25,000. It lists classification data for these cities, names of local-government units overlying each, by type, and governments other than city corporations responsibile for selected local functions.

U. S. Bureau of the Census. Growth of metropolitan districts in the United States: 1900–1940. Washington, D.C., Government Printing Office, 1947. 61 pages. Tables. Price 30 cents.

Written by Dr. Warren S. Thompson, this report brings together in summary the principal population data, which has appeared in census publications during the years 1900–1940, for metropolitan districts.

U. S. Department of Commerce. Inquiry Reference Service. Plant location (basic information sources). Washington, D. C., Department of Commerce, 1947. 8 pages.

Three aspects of the subject of industrial location are covered in this bibliography: (1) efforts to attract industry to certain communities or regions, (2) selection of suitable factory sites, and (3) industrial migration. It includes non-governmental as well as governmental publications—both in print and out of print.

U. S. Public Roads Administration. Factual guide on automobile parking for the smaller cities. Washington, D.C. Public Roads Administration, 1947. 85 pages. Illus. charts.

An explicit and detailed manual on the parking problem, dealing with administration, land acquisition, finance, legal aspects, location and design, and the techniques of making parking studies. Suggestions for action to be taken by municipalities and by private enterprise are also included.

Urban Land Institute. Community Builders' Council. The community builders handbook. Washington, D.C., Urban Land Institute, 1947. 205 pages. Plates, ports, plans, tables, forms, diagrs. Price $12.00.

This practical guide to building better neighborhoods was prepared under the direction of Seward H. Mott. It presents in compact form—yet with adequate detail—the problems of market analysis and technical planning services, site selection and planning, and planning and management of shopping centers. Well illustrated with diagrams and sample forms.

Virginia. State Planning Board, Practical steps in town planning; an outline guide for city and town officials (tentative draft). Richmond, Va., State Planning Board, 1947. 11 pages + 13 plates.

A useful basic outline of steps to be taken in the planning of small to medium-sized cities and towns. Explains in simple terms how a town plan may be made, the working tools and basic information essential to town planning. Includes samples of maps and charts which are typical of the planning process.

Planning Reports, etc.

Bartholomew, Harland and Associates. A report on transit facilities and mass transportation in the Oakland metropolitan area. Oakland, Cal., City Planning Commission, 1947. 57 pages. Maps, plans, tables, diagrs.

Buffalo, N. Y. City Planning Commission. Planning progress, 1942–1946. Buffalo, N.Y., City Planning Commission, 1947. 16 pages. Illus. maps.

Citizens' Housing and Planning Council, Detroit. Annual report, 1946. Detroit, Mich., Citizens' Housing and Planning Council, 1947. 14 pages.

Fall River, Mass. Planning Board. Industry and transportation. Fall River, Mass., Planning Board, 1947. 31 pages. Maps. (Fall River master plan, vol. I.)

Memphis, Tenn. Housing Authority. Annual report, 1946–1947. Memphis, Tenn., Memphis Housing Authority, 1947. 32 pages. Illus.

Phoenix, Ariz. City Planning Commission. Population study and forecast. Phoenix, Ariz., City Planning Commission, 1947. 9 pages. Charts, maps.

Sacramento, Cal. City Planning Commission. Planning progress: annual report, 1945–1946. Sacramento, Cal., City Planning Commission, 1947. 16 pages. Map, tables.

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"Certainly, a complete repudiation of Modernism would be to pronounce all art as dead, and incapable of expressing the life of today. On the other hand, the extreme type of modern design which repudiates all of the past is equally untenable, as the life of today is necessarily an outgrowth of the past and no legitimate modern art can repudiate either the background of the past or the artistic potentiality of the present."

By the late Milton B. Medary
Past President of the
American Institute of Architects
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Successor to: City Planning, Civic Comment, State Recreation

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Published Quarterly

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AIM: *To create a better physical environment which will conserve and develop the health, happiness and culture of the American people.*

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Planning and Civic Comment

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Program of Distinguished Speakers at the Newark Conference

Mayor Vincent J. Murphy, who has attended two recent conferences of the American Planning and Civic Association, at the Newark Conference recalled a saying of his father, "In order to realize your dreams you must wake up." After the opening remarks by Henry S. Puder, Chairman of the Newark Convention Committee, the address of welcome by Mayor Murphy and the response by Major General U. S. Grant 3d, President of the American Planning and Civic Association, the conference opened with a lively session on "Urban Transportation," over which Harland Bartholomew, Third Vice-President of the American Planning and Civic Association, presided. Austin Tobin, Executive Director, Port of New York Authority, spoke on "Metropolitan Transportation Planning." Mr. Tobin declared the problem to be two-fold:

The first aspect of that problem is how the American City can continue to meet the cost of complete reconstruction of its whole municipal plan which is essential to meet the needs of a population that has expanded to the City's perimeters and beyond. The second aspect of the problem is the reconstruction of the core of the old city and the construction of terminals to take care of the daytime surge of population and of goods.

Charles M. Noble, State Highway Engineer for the State of New Jersey, stressed the need for citizen understanding and support saying:

Free flowing highways alone will not solve all the problems of the city and metropolitan area but without such highways the problem cannot be solved at all. Just as the arteries of the body are necessary to carry the blood stream so there must be traffic arteries to carry the life blood of highway transportation in this the automotive age. But there must also be a heart to pump the blood through the arteries, and lungs to breathe the breath of life into the body. This heart is the over-all basic Plan conceived to match the needs of modern civilization and exploit the potentialities of the automotive age. We have the tools in our hands and a conception of how to use them is emerging—but people, only people can put these tools to work and achieve better and more prosperous living in metropolitan areas.

E. D. Merrill, President and Chairman of the Board of Capital Transit Company, Washington, D. C., asked a pertinent question:

If we are to ask the transit operator to assume costly peak-rush-hour additions to his service, and extensions into non-paying territory, all with the idea that he should assume a larger proportion of the load and thereby save money for the city, why should we not offer some inducement, or some assistance to the operator in carrying out that objective? Instead of asking the operator to assume additional losing business without a chance to make up for the losses, why not offer a reduction in taxes in return for his assuming the

larger burden of transportation? We need not fear that more than reasonable net income will accrue to the operator.

Roland B. Greeley, Assistant Professor of Regional Planning, School of Architecture and Planning, Massachusetts Institute of Technology, led the discussion.

At the lunch Colonel A. B. Barber, Manager, Transportation and Communication Department, Chamber of Commerce of the United States, Washington, D. C., introduced Robert A. Mitchell, Chief, Bureau of Traffic Engineering, Philadelphia, who has achieved an enviable reputation for accomplishment. Mr. Mitchell proposed a five point program:

1. See that the existing state system is used to its maximum capacity for the movement of travel and the temporary storage of commercial vehicles while loading and unloading;
2. Make transit riding more attractive and personalized so as to encourage at least the people who work in the central business district to use mass transportation instead of their own automobiles;
3. Provide off street parking facilities for the passenger vehicles of the people who shop or otherwise bring business to the downtown area;
4. Require the establishment of off-street loading space for commercial vehicles in or adjacent to all new or remodeled buildings that depend on truck transportation; and
5. Improve or add to the existing state system so that it can move traffic without unnecessary delays.

In the afternoon, the Honorable Peter A. Cavicchia, Commissioner of Newark, Harry Alexander of Harland Bartholomew & Associates and J. Anton Hagios, Manager, Broad Street and Merchants Association of Newark, presented the Newark plan.

Earle S. Draper, First Vice-Presi- of the American Planning and Civic Association, presided at the dinner on "Citizens' Part in Planning." J. Mitchell Garrison, City Planning Engineer, Omaha, Nebraska, spoke, on "A Mayor's Planning Committee" which, in Omaha, acted in an official capacity to sift technical and lay presentations for the making of a comprehensive plan. Joseph A. McClain, Jr., Chairman, City Plan Commission, St. Louis, Missouri, outlined progress on the plan of St. Louis, concluding:

Nevertheless, I believe that regardless of how much effort our Commission and staff make to secure public support, we sorely need the assistance of civic leadership and lay groups, who do not claim to possess technical capacity, but who consistently support and interpret to the public the soundness of city planning and urge action to carry it into effect.

Granville W. Moore, Vice-President and Executive Director, Greater Dallas Planning Council, Dallas, Texas, speaking on the subject "A Permanent Citizens' Council on Planning" declared:

Planning for a better civilization, actively working with the problems with a fervent hope that the future will be the better for our having participated, is truly a magnificent life—and let us, therefore, hope that the results of our labors will amply justify the words of the great novelist, H. G. Wells, who wrote: "But who can tell of the fullness and pleasure of life; who can number all our new cities, cities made by loving hands of man for living men; cities men weep to enter, so fair they are, so gracious, so kind?"

Maynard W. Meyer, Architect and City Planner of Milwaukee, Wisconsin, who acted as Clifford A. Randall's lieutenant in organizing the Milwaukee meeting, again represented Mr. Randall, who is Chairman of the 1948 Corporation of Milwaukee, on the program of the American Planning and Civic Asso-

ciation. He outlined the planning progress in Milwaukee since the meeting of the Civic Association there last year and concluded:

> Since the 1947 conference, action is following plans in Milwaukee. A resolution has already been introduced in the City Council to issue bonds for large-scale permanent low-cost housing projects. Plans are now being readied for the first segment of a system of expressways that will be the basis of an integrated, comprehensive, time-saving traffic system. Studies are now determining what blighted areas will be cleared first. All this is the result of renewed confidence in Milwaukee's planners and their plans for making Milwaukee a better, happier city. The 1947 planning conference helped build that confidence. It helped show Milwaukee how it could be a better city. That alone is ample evidence that planning is doing its part and doing it well.

The evening program was closed by John R. Burnett, Executive Secretary of the Central Planning Board of Newark, N. J., whose clever paper was much appreciated by all who heard it. He stressed citizen activity, saying:

> There is no doubt in our minds today that civic pride is an absolute necessity to civic improvement and that public needs are human needs. The realization that the individual is the only indispensable component of the body politic and meeting him at his own level, whatever it may be; and in his own neighborhood, wherever it may be; is the secret that should open the door to a better and more prosperous future for the City of Newark because it has been the major reason that is making the Newark citizen study the Plan.

The session on Area Planning presided over by Alexander Elder, Chairman, Essex County Joint Planning Boards, has attracted a great deal of favorable comment. Dr. Thomas H. Reed, Municipal Consultant of Hartford, Connecticut, gave a brilliant paper on regional planning entitled "The South Points the Way." Dr. Reed pointed to the accomplishments in Baton Rouge and declared:

> It should be encouraging to those who have been strong for the integration of metropolitan areas that a great act of integration has been consummated in one of the most potential industrial regions of our country. The generation-long deadlock has been broken and the South has led the way.

Harland Bartholomew, City Planner from St. Louis, Missouri, presented "Metropolitan Planning in St. Louis," which should break new ground in metropolitan planning. Stuart D. Currier, Executive Director, Regional Planning Board of Dade County, Florida, was discussion leader.

At the lunch Mayor Murphy presented sixteen Mayors or their representatives. Paul Windels, President, Regional Plan Association of New York, presented one of the outstanding papers of the conference which should exert great influence throughout the New York Metropolitan Region. Mr. Windels believes in the rehabilitation of the neighborhood. He estimated that in the next 25 years 2,000,000 more people will come into the 7,500 square miles which now has 13,500,000 population. By 1973 he predicts a population of 8,500,000, for New York City and 7,000,000 in the 17 counties around it, involving a demand for 1,100,000 additional units of housing. He declared:

> We must have in the development of our metropolitan areas the kindred and supremely important objectives of the reestablishment of neighborhood life in our cities, the creation of new towns, the preservation of our smaller regional communities and the wider distribution of employment throughout the region. Along

this path lies the hope of a wholesome development of all metropolitan areas.

The trip through the Essex County Park System opened up to the delegates a park and parkway system traversing a pleasing landscape and affording comprehensive views from many lookout points. Those on the tour were met at the Crestmont Golf Club by Franklin Conklin, Jr., President of the Essex County Park Commission and the members of the Commission. The program at the dinner was devoted to parks. Newton B. Drury, Director, National Park Service, Washington, D. C., outlined current plans for perfecting the National Park Service and, in the end, paid tribute to the Civic Association Conference:

I wish to say that the American Planning and Civic Association performs a public service of inestimable value in holding these Annual National Conferences on Planning. As a result of the exchange of ideas here, of the stimulus and inspiration of meeting with others who are engaged in related work, there is brought about a refinement and growth of planning thought and theory. Perhaps there is one goal which more than any other, unites all planners: that our planning shall be such as to insure and enhance the greatness of America.

Gilmore D. Clarke outlined the history of the Bronx River Parkway and later the Westchester County Parkway System. Mr. Clarke declared:

The public in this New York Region has gotten a taste of what it means to drive over attractive parkways and they will not much longer tolerate the ugly hot dog stands, the billboards, and the gas stations that line most of our highways. The element of beauty, therefore, must be introduced; it is the element of design which makes our highways, our expressways, and our parkways worth while as part of the world we live in. Every element which is introduced into the design of the parkway or the expressway, which aids in making them more attractive, aids, at the same time, in making them more efficient, more useful, more safe.

Dr. Laurie D. Cox, President, New England College, Henniker, N. H., presented a scholarly paper on functional classification of parks, saying:

Aside from the classification problem, another of the very major problems in state park development, and this is also true of the other groups of parks as to political ownership, is how much park service does the public need and now much can the public afford. Park service is, of course, not a luxury but a necessity, but even for necessities there is an economic limit.

At the State Planning meeting on Wednesday morning, Russell Van Nest Black, Planning Consultant from New Hope, Pa., declared:

I have dwelt at such length upon the state-wide aspect of planning in New Jersey because I think that the State Master Plan, even in its present somewhat crude and incomplete form, represents a notable achievement among the States. It is quite true that, being of comparatively small size and highly urbanized, New Jersey may be somewhat more adaptable to this expression and development of state planning than are many other parts of the country. And yet, I still hold to the general principle that any unit of government, no matter what its size or nature, can with advantage prepare and maintain a master plan for the long-range development of at least those public facilities and improvements for which that government is responsible and over which it has whole or partial jurisdiction.

Spencer Miller, Jr., State Highway Commissioner of the State of New Jersey and member of the Charter Commission, presented a scholarly and eloquent analysis of the "State Constitutional Provisions for Planning" in the recently adopted New Jersey charter. J. Spencer Smith, President, American Shore and Beach Preservation Association,

spoke on seashore planning. He made a number of constructive suggestions.

> Fortunately, through the efforts of the American Shore and Beach Preservation Association, Congress has entrusted the supervision and protection of our shoreline, as well as the shores of the Great Lakes, into the hands of the Corps of Engineers of the United States Army. Within the Corps is a Board known as the United States Beach Erosion Board. This Board is constantly studying shore protective measures with the end in view that they can be of help to communities who are desirous of protecting and preserving their shorefronts. It would be very helpful to the Corps, and would also assist the communities, themselves, if the several States were to establish agencies which would be authorized to study and participate in the construction of structures that would protect and preserve their beaches.

At the luncheon, Tom Wallace, Second Vice-President of the American Planning and Civic Association, introduced Struthers Burt, distinguished author, of Moran, Wyoming, who gave a picturesque account of the fight for the preservation of Jackson Hole National Monument.

Horace M. Albright, Chairman of the Board of the American Planning and Civic Association, presided at the afternoon meeting on "Wanted: A National Land and Water Policy." Paul Bestor, President of Friends of the Land, made a plea for widespread adoption of conservation programs. He declared:

> If you favor a National Land and Water Policy it should be on your "must program," and mine, to push for action.

Kenneth E. Reid, Executive Director of the Izaak Walton League, presented a plea for "Making the Most of the Nation's Waters." He commented that water is truly the orphan of the whole natural resource family. He made a plea for a balanced water program which would take into account the protection of wildlife and scenery as well as certain recognized economic functions.

Bernard DeVoto, eminent author, of Cambridge, Massachusetts, whose recent Pulitzer prize-winning book is "Across the Wide Missouri" demonstrated his familiarity with the western history of our public lands and waters, pointed out that in each administration in Washington six men could completely reverse the historic public lands policy of the United States. These are the Secretary of the Interior, the Secretary of Agriculture, Chairmen of the Senate and House Committees on Interior and Agriculture Appropriations and the Chairmen of the Subcommittees of the Senate and House Public Lands Committees.

The conference ended with the Governor's dinner over which General Grant presided and introduced Honorable Alfred Driscoll, Governor of the State of New Jersey, who delivered an excellent address on planning.

The after-breakfast roundtables were very well attended. The roundtable on "Citizens' Organizations for Community Planning" with Kenneth P. Vinsel, Executive Director, Louisville Area Development Association, Louisville, Kentucky as Chairman, and Park H. Martin, Executive Director of the Allegheny (Pa.) Conference on Community Development, as Reporter, met Tuesday and Wednesday mornings and adopted the following resolutions:

1. That the American Planning and Civic Association, itself, or in conjunction with other national organizations interested in Community Planning and Development, prepare and publish a study of types of Citizens Community Planning and Action Organizations, their organization structure, techniques of leadership discovery and citizen participation, financing, methods of determining policy, membership eligibility, and such other factors that relate to the functioning of citizen organizations.

2. At the next major meeting of the Planning Conference of the American Planning and Civic Association, that a full day's program be devoted to a presentation and discussion of citizen organizations in planning, including papers presented by speakers from typical citizen organizations in the planning and community development field; and that there also be presentations of techniques in securing expressions of public opinion on planning, and techniques on selling, advertising and securing public participation, from experts in the above respective fields.

The roundtable on "Planning Education for Citizens" presided over by P. H. Elwood, Head, Department Landscape Architecture, Iowa State College, Ames, and reported by Prof. George Albrecht of the N. Y. State College of Forestry, developed interesting discussions and adopted resolutions, and renewed recommendations of last year concerning the preparation of planning materials for students.

Miss Elisabeth M. Herlihy, Chairman, State Planning Board of Boston, Massachusetts presided over the roundtable on "Service of State Planning Boards to Local Planning," which were reported by Frank A. Batstone of the Connecticut State Development Commission. There were representatives from Alabama, Massachusetts, Rhode Island, Kentucky, Pennsylvania, Illinois, Indiana, Tennessee, Wisconsin and New Jersey.

As usual, the roundtable on "Zoning" attracted a great deal of interest. Flavel Shurtleff, Counsel, American Planning and Civic Association presided over the lively discussions, which were reported by A. H. C. Shaw of the Cleveland Planning Commission.

Paul Oppermann, Urban Planning Officer, Federal Works Agency of Washington, presided at the roundtable on "Urban Redevelopment Progress." Reports were received from Philadelphia, Baltimore, Pittsburgh and Detroit. David M. Walker of the Philadelphia Redevelopment Authority served as Reporter.

At the members meeting, presided over by Major General U. S. Grant 3d, President of the American Planning and Civic Association, brief reports on the year's progress were given, including a report by Colonel A. B. Barber on the action of the Committee of 100 on the Federal City, on the Auchincloss Bill, and Earle S. Draper on Association membership. Brief testimony on what citizens' conferences on planning have accomplished in cities where they have been held was presented to show that the holding of the conferences did in fact give a well defined stimulation to local planning.

The following telegram was received from Stanley Draper, Managing Director, Oklahoma City Chamber of Commerce:

Governor Roy J. Turner, The City Planning Commission of Oklahoma City, The Citizens Civic Planning Association of Oklahoma City, Honorable Allen Street, Mayor, Mr. William Gill, Jr., City Manager of Oklahoma City enthusiastically join us in extending urgent invitation to the National Citizens Conference on

Planning to hold your 1949 Spring meeting in Oklahoma City. You would be coming to a city that is right in the midst of carrying on an aggressive community planning program. Your conference being held here will give great stimulation to our planning in the communities in this whole southwestern area. We will meet any requirements financial or otherwise that may be required of us and will actively cooperate with your officers in making your 1949 meeting the most successful result-getting conference your organization has held. We regret our inability to be at your Newark conference to personally extend this invitation. Mr. Bartholomew will explain why we could not be with you. We sincerely hope you may accept our invitation and we again urge you to meet with us in 1949.

The following members were elected to the board: Harland Bartholomew and Miss Elisabeth Herlihy re-elected to a four-year term 1948–1952; C. Melvin Sharpe, Washington D. C., to fill the vacancy caused by the death of Henry Hubbard, to serve one year to 1949; three new members, E. J. Condon, Chicago; Paul Carrington, Dallas; and Harold S. Osborne, New York, to serve the next four years 1948–1952. The following members were elected to serve on the Advisory Council: Edward M. Bassett, New York, Almon E. Roth, San Francisco and J. Woodall Rodgers, Dallas.

Special resolution of appreciation for the long service of Edward M. Bassett was adopted. The Secretary was directed to send messages of appreciation to Hugh Pomeroy of White Plains, New York and Robert Burlingham of Trenton, New Jersey, who were prevented from attending by illness.

The papers delivered at the conference will be presented in full in the AMERICAN PLANNING AND CIVIC ANNUAL to be ready for distribution at the end of the summer.

Joint Conference on Roadside Improvement

At the Joint Conference on Roadside Improvement held May 20, 1948, at the Essex House, Newark, N. J., the New Jersey Roadside Council was the host of the five sponsoring national organizations—American Planning and Civic Association, American Nature Association, Conservation Committee of the Garden Club of America, National Council of State Garden Clubs and the National Roadside Council.

A luncheon meeting was sponsored by the N. J. Roadside Council, at which citations for distinguished public service in the cause of better roadsides were awarded by Flavel Shurtleff, Vice-President, to Mrs. W. L. Lawton, Chairman of the National Roadside Council and to Hon. Spencer Miller, Jr., Commissioner of Highways for New Jersey. Mrs. Lawton was honored for her militant leadership of the citizen forces which are united for the protection of the great public investment in the country's highways and for the preservation of travel safety and roadside attractiveness. Her intimate knowledge of roadside conditions has been gained not from reports and records of others, but from first hand acquaintance through careful field surveys in many States. Mr. Miller was cited for vision, leadership and achievement—vision in the develop-

ment of a thirty-year plan for highways, freeways and parkways during the war years and the rallying of the citizens of the State in cooperative support of the highway program, leadership in securing the enactment of a state parkway law, in taking the Highway Department out of politics and establishing the merit system within the Department. Achievement in constructing 115 miles of 2-lane highways and in building the first unit of a state parkway system. New Jersey is one of four States to use all Federal aid on urban highways and the only State to do this in a highly industrialized area.

The all-day program included a morning session, presided over by Philip H. Elwood, member of the Board of Directors of the American Planning and Civic Association. Discussion leaders were: Mrs. Lawton, Richard Westwood, Editor, American Nature Association; Mrs. E. G. Merrill, Garden Club of America; Mrs. Vance Hood, National Council of State Garden Clubs and Flavel Shurtleff.

The afternoon session had as its presiding officer, Struthers Burt, Author and Conservationist and speakers were: Mrs. Cyril G. Fox, President of the Pennsylvania Roadside Council; Dallas D. Dupre, Jr., Landscape Architect, Department of Ohio Highways; Wilbur Simonson, Chief, Roadside Section, Public Roads Administration; Dr. David Levin, Public Roads Administration; Burton Marsh, AAA; and Hon. Spencer Miller, Jr., Commissioner of Highways for N. J.

EDITORIAL COMMENT

Is the Federal City Federal?

In 1847 a short-sighted Congress receded to the State of Virginia nearly one-third of the original District of Columbia, leaving less than 70 square miles of land and water in the District. This is generally acknowledged to have been unfortunate.

In 1947, just a hundred years later, Congress endeavored to give away its jurisdiction over the District of Columbia. The Auchincloss Bill No. 1 (H.R. 4902) was introduced into Congress on January 12, 1948. It was prepared as the result of a study authorized by H. Res. 195, adopted principally to relieve Congress of its duties under the Constitution, which provides that Congress shall have power to exercise exclusive legislation in all cases whatsoever over the District of Columbia. Colonel A. B. Barber headed a special committee of the Committee of 100 on the Federal City to study the Bill. The Report, as adopted by the full Committee, and approved by the APCA Board, was presented to the Congressional sub-committee by C. Melvin Sharpe, Chairman. A good deal of testimony was presented to show that the proposal to delegate legislation for the District to a locally elected legislative Council, subject only to the veto by Congress, would be declared unconstitutional.

And so it was that Auchincloss

Bill No. 2 (H.R. 6267) introduced into Congress on April 14, 1948, provided that all acts of the Council must be approved by both Houses of Congress and signed by the President. Indeed, this draft contained about a dozen recommendations of the Committee of 100. But this Bill, as amended by the full House Committee on May 3, still provided for a legislative Council to be locally elected and empowered to select a City Manager responsible neither to Congress nor the President.

The residents of the District of Columbia deserve the franchise, for they have long been neglected by Congress, but the supreme act of justice would authorize them to vote for the President of the United States and for voting representatives in Congress. The fact that this would require a Constitutional amendment does not excuse Congress for its long neglect, as there is no doubt that such an amendment adopted by Congress would soon receive the ratification of the requisite number of States. It would be recognized that the citizens of the District are the only American citizens with no representation in the Congress which legislates for the District.

But to confuse this act of justice with the abdication by Congress of its responsibility under the Constitution is a piece of hazy thinking. The Federal City belongs to all of the people of the United States, not merely to the comparatively small number who may happen to live here from time to time.

Congress is just as much responsible for District legislation as for any other Federal legislation. This is business of Congress which relates to the constituencies of the Members, for every American citizen takes pride in our Federal City. Congress is also responsible for its fair share of the expenses of the District. If this obligation is not met, the District tax payers, who own altogether about the same amount of land as is owned by the Federal Government, can hardly be expected to provide for a city developed on the scale of a national capital.

The Auchincloss Bill failed to come to a vote in the 80th Congress. Let us hope that in the 81st Congress wiser counsels will prevail; that Congress will be willing to meet its manifest obligations for its Federal City and that it will act to enfranchise the voteless citizens of the District of Columbia.

Specious Arguments for Olympic Park Timber

The latest move in the determined effort of the Olympic lumber interests to secure the virgin timber now protected by the Olympic National Park is the Cain-Mack Concurrent Resolution which would set up a Joint Committee of Congress predisposed to favor boundary changes for the purpose of releasing considerable area now in the park, to timber cutting.

The Con. Res. would bypass the established legislative processes to protect the public interest under

which ordinary Congressional bills are subject to public hearings and approval of the President. When hearings were held last autumn in the Olympic National Park, with Chairman Welch of the Public Lands Committee presiding, it was evident that even in the Northwest sentiment was divided. At that time it was announced that further hearings would be held in Washington before the Public Lands Committee. These hearings have not been held. Instead the Con. Res. was introduced to provide for a Congressional Report which would bolster up the bills to be introduced into the next session of Congress.

The Con. Res. sets forth a specious philosophy. While protesting that the national parks and monuments are fine institutions created in the public good and that Congress, when it enacted the law creating the Olympic National Park was entirely justified in view of the conditions then obtaining, the Resolution cites the depletion of our natural resources in World War II to justify further depredations on the dwindling virgin timber of the Olympic Peninsula—timber which, after long controversy, was set aside, for inspirational purposes in the Olympic National Park.

The claim that there now exists an *unbalance* between National Park and Monument areas and the vast so-called resource areas open for exploitation is hardly borne out by the fact that in all the national parks and monuments there is to be found only .78 of one percent of the land area of the United States. It is true that the vast areas which have been available for exploitation were so wastefully used that we are now reduced to a pitiful remnant of our seemingly inexhaustible resources. Annually, the Chief Forester tells us we are cutting more than we are growing. But the answer to this sad situation is not further depletion of our vanishing virgin timber, but the adoption of the long, slow process of restoring our forest resources. The Simpson Logging Company has already established a sustained-yield, one-hundred-year cycle on the Olympic Peninsula which will avoid on its lands the steep, eroded slopes all too common in the Olympics. Other companies please copy.

If we sacrifice the last remnants of our magnificent virgin forests of the Olympics, we shall be adding to our losses and doing nothing to build up our supply.

Three Water Projects Menace National Parks

The iniquities of our piece-meal system of dealing with water policies are apparent when demands for conflicting uses come into the open. The reclamation of arid lands is handled by the U. S. Reclamation Service in the Department of the Interior; power projects are handled by the Federal Power Commission; flood control and navigation are handled by the Corps of Engineers of the Army. In the National Parks and Monuments the inspirational and recreational uses of lakes and

streams are protected from adverse uses. And nowhere do we find a single arena where these various demands can be reconciled.

Some of these uses may be combined into multiple-purpose projects; but some are mutually exclusive. The introduction of reservoirs, with their changing levels, into areas which are by law set aside for preservation in their native state in fact destroys the very qualities for which the areas are being protected.

We maintain that reservoirs have no place in national parks and monuments. And we deplore the current practice whereby flood control and navigation projects that appear to be too expensive are bolstered up by supplementary power developments which involve additional dams and reservoirs. The same is true of Reclamation projects which cannot stand on their own financial base but must be combined with power projects to make them seem solvent.

Today *Glacier National Park* is threatened by a flood-control reservoir which will back up into the park and in the end involve both reclamation and power. The dam would create a reservoir thirty miles long which would destroy some 15,000 acres of primitive wilderness and which would make heavy inroads on the wildlife now protected in the park. At the hearings held at Kalispell, Mont., on May 25, the National Park Service opposed the proposal. Colonel L. H. Hewitt, District Engineer, presided. It is rumored that other proposals would take in famous Lake McDonald at the southwest entrance to the park.

The Kings Canyon National Park is involved in hearings, held May 17 at Fresno, California before the Federal Power Commission, on applications for dams at Cedar Grove and Tehipite. It will be remembered that these sites were excluded from the Kings Canyon National Park at the time of its creation because then there was a demand for reservoirs. They make two long fingers into the park. At that time the Pine Flat Reservoir was projected and is now being built to impound twice the amount of water then planned. It is the thought of conservation leaders that the Cedar Grove site could now be omitted. On the eve of the hearings, the city of Los Angeles filed applications for three reservoirs at Copper Creek, Simpson Meadows and Paradise Valley, which would invade the heart of the South Fork of the Kings River, one of the principal features of the park. This encroachment on the park, which under the Federal Power Enabling Act is exempt from power projects, should be opposed.

The Grand Canyon National Park and the Grand Canyon National Monument would be adversely affected by the Bridge Canyon Power Dam if erected to the height now planned. It could be held to a height which would prevent the 18 miles of backwater into the park.

In all these cases the parks are protected by law from the proposed projects, but the planning agencies survey, map and list the projects in the hope of securing special legislation to authorize encroachments.

If we had a well-recognized water policy which included all the uses in their proper places, and which avoided giving over to any one use

or group of related uses, all the waters which could be impounded, we would have a better chance to resist these repeated proposals for damaging our national parks and monuments and our wilderness areas.

Lake Solitude

Lake Solitude does not lie in a National Park. It is in the Cloud Peak Wilderness Area in the Big Horn National Forest, Wyoming. The Department of the Interior has made a reclamation withdrawal of the area. A dam 70 feet high and 565 feet long would be built across the outlet of the lake and the water level would fluctuate a maximum of 60 feet. It appears that only a few land owners would benefit and that the damage to the Wilderness Area would be incalculable. Conservation leaders are asking the Department of the Interior to withdraw the withdrawal and leave beautiful Lake Solitude untouched in its wilderness area.

No Expressways in Our City Parks, Thank You!

Tom Wallace, Editor of the *Louisville Times*, sends us word that the selection of the Bardstown-Road-Breckinridge Lane unit is to be the first constructed in Louisville's long-range $30,000,000 system of superstreets. The right-of-way costs of this 2½-mile unit will be borne equally by the Federal Government, State and county. The construction costs will be shared by the Federal Government and the State. The route of this first unit lies in the county. The right-of-way will be 180 feet wide, designed ultimately to carry four lanes divided by a 20-foot grass plot. So far so good.

But the fly in the ointment lies in the proposal to carry the eastern unit through famous Cherokee and Seneca Parks. The *Louisville Courier-Journal* declares that there has been such substantial sentiment against this routing that, very wisely, the final decision on this end has been withheld.

This is a generic problem that should be settled at the inauguration of the many urban expressway programs which must be approved by the Public Roads Administration and the State Highway Commissions. It is clear that park roadways in width, contours, grades and surfacing are planned to serve pleasure drivers. To introduce into our parks, with their pleasant low-speed selected traffic, wide, high-speed expressways for commercial as well as passenger vehicles, contradicts the sound principles of city planning and in the end would ruin the very values for which the parks were created.

Let the new expressways be lo-

cated according to the comprehensive city plan and let them bear their own acquisition costs instead of appropriating rights-of-way from park lands acquired for other purposes.

Conservation and our Federal Agencies

It is too soon to predict the recommendations of the Commission on Organization of the Executive Branch of Government. Many will hope to see economies effected through a scientific determination of the area and scope of Federal Government and its relation to the States.

One responsibility of the Federal Government which has long been apparent to the conservation organizations is the management of our Federal Estate. Federal lands, waters and resources belong to all of us. It is no economy to neglect the conservation and maintenance of our Federal Estate. It would be disastrous to alienate it by turning it over to the States or private individuals, for state officials find it difficult to resist the local pressures of industries and individuals. Only the Federal Government can hope to maintain a consistent conservation policy and that only when supported by well-defined public sentiment.

Some of us, therefore, have looked with favor on the organization of the task force on our *natural resources* under the Hoover Commission. We have wondered whether this might not mean that we shall have a new Department of Natural Resources, which would take the place of the Department of the Interior, where the emphasis would be placed on conservation and wise use of our resources—a conception which has developed steadily during the last forty years.

Many of us are also interested in the conservation of our top soil, without which this Nation can no longer expect to maintain its place in world affairs. Soil conservation, however, is a different function from the management of our Federal Estate. Here we must work with individual owners and operators of farms. This is a distinctly agricultural service of such importance that it should not be submerged with other useful and important agricultural services.

With different functions, these two great Federal Departments—Natural Resources and Agriculture—working in harmonious cooperation, could ensure the future of the Republic through making the most of our resources.

Unwelcome Billboards

Horace Albright calls to our attention that there is a beautiful new road to Los Alamos from the district beyond the Indian village of San Ildefonso, which the American Planning and Civic Association National Park Conference visited in 1939. The highway traverses forests and now and then comes out to the edge of canyons where

there are some beautiful panoramic views northward over Puye and eastward to the Sangre de Christos. The road is not entirely on Federal land where it can be protected from inappropriate encroachments. Billboards have been erected on private land abutting the highway. The Santa Fe *New Mexican* of April 30 commented:

"Los Alamos people or others out in that neighborhood who like the scenery as it is on the new road from Pojoaque to Otowi chopped down a big and fancy signboard that extolled the quality of . . . clothes for men."

This reminds us that a generation ago the American Civic Association issued a bulletin on "Illegal Signs in Pennsylvania," and once a year one of our Pennsylvania members used to go out with a crew and take down and cart away all the illegal signs with which the roads in her neighborhood were infested.

All of which leads to the sound conclusion that we need drastic laws to protect our roadsides and that we need public opinion and action to see that they are obeyed. There are many ways in which merchants may call their wares to the attention of potential purchasers, but there is only one way in which we can protect our roadsides and the views from our highways from being contaminated and that is by preventing the erection of billboards and other unsightly structures from blocking the views. We are securing wider rights-of-way and these are generally protected. It is on private property along the highway that we must exercise our authority. Zoning is our most effective legal method. In the growing number of counties where zoning is in effect all inappropriate land uses can be *zoned out.*

Pity the Poor Planner

In the days following the St. Louis Exposition in 1904, the American Civic Association held annual meetings of citizens and the few budding planners who were making plans for American cities. The Association stressed care of home premises and neighborhood improvement. By 1910 the National Conference on City Planning had been organized and by 1917 the professional planners had established the American City Planning Institute. The two latter held conferences at the same place, one after the other and the Institute usually called in its members to meet with the American Civic Association.

In 1935 the National Conference on City Planning and the American Civic Association merged to form the American Planning and Civic Association and the two quarterlies —*City Planning* and *Civic Comment* merged to become *Planning and Civic Comment. The American City Planning Institute became the American Institute of Planners.* In 1935, also, the American Society of Planning Officials was organized and from 1935 until 1942 these three planning organizations held joint meetings, with separate business

sessions, sometimes with the cooperation of the National Planning Association, which had evolved from the National Economic and Social Planning Association.

In 1943 the American Society of Planning Officials began to hold separate meetings. For four years the American Society of Planning Officials and the American Planning and Civic Association both held spring meetings, but last year it was agreed that the Civic Association should meet in the spring and the Planning Officials in the autumn.

Since the season opened last autumn, therefore, the American Institute of Planners met in Philadelphia in October, in Chicago in January, held a regional meeting in Newark prior to the Citizens Conference on Planning, and will meet in California in September.

In October, 1947, the National Conference on the Community was organized by the National Planning Association at West Point and it is understood that the Conference will be operated as a committee of the National Planning Association and that it will include planning in its community program.

On May 17–19, the American Planning and Civic Association met at Newark, N. J. sponsoring its National Citizens Conference on Planning.

The following week, in Washington, D. C., on May 24–26, the National Conference on Community Improvement, which had been organized with a Board drawn from many national organizations and headed with well-known officers, conducted sessions for three days with many eminent speakers, including a modicum of planners.

The American Society of Planning Officials will meet again in New York in October.

Perhaps the little band of pioneers who began to convert the American people to modern, scientific planning, are now seeing their dreams come true; for too many people cannot be interested in this vital subject which touches the lives of so many families and neighborhoods.

But the difficulty is that, with some variations, the rather limited audiences are the same, and the comparatively few professional planners find themselves called on to attend all these national gatherings as well as the state and local associations now being formed in many parts of the country.

The planners cannot possibly attend all of these conferences, and so at Newark, the young planners met and brought before the American Planning and Civic Association a resolution that the interested organizations appoint a joint committee to convass the situation and see if some plan for joint conferences on the national level might not be worked out.

Perhaps if we pooled our resources we could increase our audiences and our effectiveness!

Palisades Interstate Parkway in New Jersey Begun

The latest development in the proposed Palisades Interstate Parkway occurred on May 20, when bids were opened for the grading and drainage of the first mile of the Parkway in New Jersey. The award was made by Hon. Spencer Miller, Jr., State Highway Commissioner of New Jersey and work is to start within ten days. This section of the New Jersey Parkway begins at Palisade Avenue in Englewood Cliffs about two miles north of the George Washington Bridge and extends in a northerly direction.

This Parkway is not a new idea. It has been considered for over twenty years, but only in the last eight years has substantial progress been made in the actual financing, design and construction.

When completed, the Parkway will extend from the Bear Mountain Bridge to the George Washington Bridge. As contemplated, it is intimately tied in with the Highway Systems of New York and New Jersey. At the southerly end it will extend through 12 miles of woodland on the top of the Palisade in the New Jersey section of the Palisades Interstate Park. Then, it will continue northwesterly through Rockland County and the Bear Mountain-Harriman sections of the Park. The total length will be 43 miles.

A bid opening on the first grading and drainage contract on the New York section, from Mt. Ivy to Willow Grove Road, a distance of 2.1 miles, was held last September and construction, started shortly after, is now approximately 58 percent complete.

Strictly Personal

Joseph R. Knowland, of Oakland, Calif., who is a member of the Board of Directors of the National Conference on State Parks, has been named Chairman of the recently appointed Centennial Commission of Calif.

T. Ledyard Blakeman, formerly Chief, Bureau of Planning, will assume new duties May 1, as Executive Director, of the Detroit Regional Planning Commission.

Charles A. Blessing, formerly with the Greater Boston Development Committee, is now Chief City Planner, Chicago Plan Commission.

Gilbert F. White is serving on the Project on Natural Resources of the Commission on the Reorganization of the Executive Branch of the Government now being conducted by Herbert Hoover and Associates.

Robert B. Mitchell of Philadelphia, has been appointed Research Professor in Urban Land Use at Columbia University. He will continue his present relationship with the Philadelphia City Planning Commission as consultant.

Waldron Faulkner, architect, assumed the Presidency of the Washington Housing Association at its January meeting.

Ernest Buff, Jr. has been appointed as Land Planning Engineer to the Federal Housing Administration and will be in the New York Office.

George H. Smeath, formerly planning director of the Weber County–Ogden City Planning Commission has set up a firm of community planning and landscape architecture in Salt Lake City with the firm name of Smeath, Allred and Frehner.

The King of England's New Year's Honor Lists included the name of the President of the International Federation for Housing and Town Planning who received a knighthood from His Majesty's Government in recognition of his outstanding public service in the field of town and country planning. Congratulations to Sir George Pepler.

Francis Cormier, Conrad L. Wirth and Thomas C. Vint received Fellowships from the American Society of Landscape Architects at the annual dinner in Pittsburgh, Pa. May 3.

Honorary members elected at this meeting were: J. Horace McFarland and Ernest F. Coe. Corresponding Members elected were: Sir Patrick Abercrombie, Ferdinand Duprat, Christopher Hussey, Emil H. Praeger and Richard Sudell. Ralph E. Griswold, member of the Board of Trustees was succeeded by Michael Rapuano.

Julian W. Tarrant is serving as resident representative of Ladislas Segoe with the Planning Commission of San Francisco.

A Thoroughgoing Reorganization of the Federal Government

So-called reorganization of the Federal Governmental Agencies has been one of the principal outdoor sports ever since we had a Federal Government. In the 20's we had the Bureau of Efficiency which worked long and laboriously on reorganization. In the 30's we had the limited Congressional authorizations by which bureaus were shifted around but under which no substantial economies were possible. For the first time, the Lodge-Brown Act (P.L. 162) adopted by Congress in 1947, gave authorization not only for structural changes to improve efficiency in the executive branch but clearly directed the exploration of the boundaries of Government functions in the light of their cost, their usefulness, their limitations and their curtailment or elimination. Never before were so many eminent leaders enlisted in a thinking job.

Under the Act, the Commission on Organization of the Executive Branch of the Government consists of 12 members. The President of the United States appointed

Dean Acheson, Arthur S. Fleming, James Forrestal, and George H. Mead; the President pro tempore of the Senate appointed Senator George D. Aiken, Joseph P. Kennedy, Senator John L. McClellan, and Professor James K. Polk; and the Speaker of the House appointed Herbert Hoover, Congressmen Clarence J. Brown and Carter Manasco and former Attorney-General James Henry Rome, Jr.

In the Congressional Record of June 2, 1948, Senator Lodge reported progress and presented a letter from Herbert Hoover who was elected Chairman by the Commission, with Dean Acheson as Vice Chairman.

The work of the Commission is divided into 22 task forces: (1) *Office of the President and its relation to the departments and agencies*, directed by Mr. Hoover and assisted by Don K. Price and H. Struve Hensel; (2) *Post Office Department*, in charge of Robert Heller and Associates; (3) *Procurement functions of civilian departments*, directed by Russell Forbes; (4) *Transportation and Communications functions*, directed by Dr. Charles Dearing of Brookings Institution; (5) *Veterans' affairs*, under the chairmanship of Col. Franklin D'Olier and the Directorship of Thomas M. Searles; (6) *Public Welfare functions*, directed by Dr. Lewis Merriam; (7) *Fiscal, budgeting and accounting functions*, directed by John W. Hanes; (8) *Federal-state administrative relationships*, under the chairmanship of Thomas J. Coolidge and the directorship of Frank Bane; (9) *Public works functions*, directed by Chairman Robert Moses, with a large advisory committee and corps of consultants; (10) *Federal field offices*, under the direction of Dr. Julius Klein; (11) *Revolving funds and business enterprises of the Government other than lending agencies*, directed by Major General Arthur H. Carter (Haskins & Sells); (12) *Lending agencies*, directed by Paul Grady (Price Waterhouse & Co.); (13) *Federal personnel management* under the chairmanship of John A. Stevenson, President of the Penn Mutual Life Insurance Co., with a committee drawn from business, industry and universities; (14) *Foreign affairs*, directed by Harvey H. Bundy and James Grafton Rogers with Henry L. Stimson as adviser; (15) *Natural Resources*, under the chairmanship of former Governor Leslie Miller; (16) *Regulatory agencies* under the direction of Prof. Robert R. Bowie, Owen D Young and former Senator Robert LaFollette; (17) *Agricultural activities*, under the chairmanship of Dean H. P. Rusk, with G. Harris Collingwood as Research Director; (18) *Medical service*, under the chairmanship of Tracy S. Voorhees, with Rear Admiral Joel T. Boone as secretary; (19) *Indian affairs* under the chairmanship of Prof. George Graham of Princeton; (20) *Government Statistical Services*, directed by Dr. P. K. Whelpton and an able committee; (21) *Records management*, in charge of E. J. Leahy of the National Records Management Council; (22) *National security organization*, under the chairmanship of Ferdinand Eberstadt, with civilian and military committees and consultants John M. Hancock, Gen. Dwight Eisenhower, Gen. Stanley

B. Embick, Admiral Ernest J. King, Admiral Chester W. Nimitz, Gen. Carl Spaatz, General Frederick Anderson, and Mrs. Oveta Culp Hobby.

From the point of view of the American Planning and Civic Assolation it has been of special interest to note that a committee has been set up on Natural Resources and one on Agriculture, since so many of the Association's activities relate to these agencies. The full committee on Natural Resources, in addition to the Chairman, consists of Horace M. Albright; former Governor John Dempsey; Donald M. McLaughlin, President of the Homestake Mining Corp.; Dr. Isaiah Bowman; Dr. Gilbert White; former Governor Ralph L. Carr and Professor Samuel T. Dana. The Agricultural committee, in addition to the chairman and Research Director, consists of Dean H. W. Martin of Rutgers University; Dr. D. Howard Doane; F. W. Peck of the Farm Foundation; Prof. John Gaus of Harvard; Dean W. A. Schoenfeld of Oregon State College; Chester Davis, President of the St. Louis Federal Reserve Bank; and William Rhea Blake of the National Cotton Council; with Gen. H. P. Seidemann of the Brookings Institution acting as consultant.

The California Drought and the Resultant Pressure for Grazing in the Sierra National Parks

A statement of the viewpoint of the National Park Service

By NEWTON B. DRURY, Director

Livestock groups in the counties below the Sierra national parks are pressing, through their county authorities, the State legislature, and their Representatives and Senators in Congress, for the opening of these parks to the grazing of livestock in order to obtain relief from the consequences of the long drought from which California has been suffering. The proposal has been laid before the National Park Service from a number of sources and has been given the most careful consideration by the Service. We have concluded that it should *not* be approved. The following, quoted from a letter which I recently signed, sets forth the reasons for that decision:

"As a Californian myself, I have been greatly disturbed by the great deficiency in precipitation and snowpack, and realize that it presents a serious situation for both stockmen and irrigationists. In the National Park Service we are equally concerned because it has an effect on the areas that we administer. We were glad to learn from the Weather Bureau that some rain has fallen in northern *California* last week-end, but far less than was needed. We hope this and succeeding rains will give material relief and will not be too late to produce a crop of forage in the foothills this spring.

"According to the reports received here, a large amount of feed is being shipped into the state to help in livestock feeding during the shortage of pasture, and also large numbers of cattle are being shipped to feed areas outside the State. It appears that the critical situation exists right now, so that some means of providing feed is imperative immediately, whereas the range in the high country would not be ready for grazing for two or three months.

"You will recall that in 1944 a spring drought seriously threatened the livestock industry in California, but late rains gave considerable relief. At that time a similar appeal was made for opening the national parks to provide range for livestock. This plea for invading the parks was based on war necessity. You may recall also that a non-governmental advisory committee, of which *Mr. Duncan McDuffie* was chairman, was appointed to make recommendations to the Secretary of the Interior. After a careful survey of conditions and the program of the war food agencies, the committee concluded that the opening of the national park lands for grazing of livestock would not be justified: that a natural resource within a national park, set aside for public enjoyment for all time, should not be utilized for the economic stabilization of outside private enterprise.

"As you know, the legislation establishing the National Park Service provides that the areas entrusted to its care shall be so administered as to preserve them in their unimpaired state for use and enjoyment by the public. I believe we have previously furnished you a statement as to why the grazing of domestic livestock within the national parks is severely detrimental to their recreational enjoyment and to the preservation of their plant and animal life in their natural relationship. To review some of the objections to grazing in the national parks the following are listed:

"Accelerated erosion of stream banks, road slopes, meadows and hillsides as a result of trampling, accompanied by reduction of the vegetative cover.

"Range competition with native wildlife species.

"Pollution of springs, streams and campgrounds, and the silting of the water supply reservoirs.

"Damage to roads and trails and other physical improvements, detracting from their safety and appearance and the pleasure of travel, and necessitating greatly increased maintenance.

"Infection of wildlife species with parasites and diseases of domestic animals.

"The destruction or impairment of the outstanding floral displays which are a great source of attraction for park visitors.

"The impairment of the parks as scientific laboratories for the study of native flora and fauna in their undisturbed state.

"The meadows in the mountains of our California national parks are suffering from the drought of last year and that of this year along with the lower country. Last summer, as a result of the dry conditions, the winds created dust clouds over some of these meadows. This winter's snowpack is extremely light, so that the high mountain meadows and range will experience the accumulated effect of these successive years of subnormal pre-

cipitation. The Service has under way a program for correcting erosion which has developed in some of the Sierra meadows as a result of damage by livestock use. During the next fifteen months we plan to spend $9,000 of the funds appropriated by Congress for soil and moisture conservation in Kings Canyon National Park to check erosion started by grazing, and that is but a fraction of the work needed. To permit further damage by opening the ranges of Yosemite or any other national park to additional grazing would be highly detrimental and inconsistent with this erosion control program and with the provision of the acts of Congress under which we operate.

"Much as we sympathize with the stockmen in the plight which the drought has created, throwing open the national parks to grazing would make but a very small contribution to relief, and would benefit only a few individuals, while the loss in public values would far outweigh the benefits."

Meeting of Advisory Committee on Conservation

The first meeting of the Advisory Committee on Conservation appointed by the Secretary of the Interior was held on Monday and Tuesday May 24–25, 1948. There were present: Shirley W. Allen, Society of American Foresters; John M. Baker, Audubon Society; C. R. Guthermuth, alternate for Dr. Ira Gabrielson, Wildlife Management Institute; Harlean James, American Planning and Civic Association; Charles C. Moore, the Dude Ranchers Association; Fairfield Osborne (with Samuel Ordway as alternate the second day) New York Zoological Society; Kenneth A. Reid, Izaak Walton League; and Bestor Robinson, Sierra Club. Secretary Krug, Assistant Secretary William E. Warne, together with members of the staffs and bureaus and offices concerned with the agenda, discussed pending problems with the Committee. The Committee thus profited by the light thrown on current issues by the officials who are dealing with the projects.

The Committee passed resolutions (1) opposed to landing fields for planes in national parks and monuments unless no other means of access is available and recommending that flights over national parks and monuments should be limited to a minimum of 2,000 feet; (2) opposing acquisition of land for the Everglades National Park with reservation of mineral rights; (3) approved bills (S. 2132 and H.R. 5984) for the establishment of a national park land acquisition commission, authorizing appropriations for such land acquisition and establishing a system of receipt sharing with States and counties in which parks and monuments are located; (4) recommending an agreement between the Department of the Interior and the Corps of En-

gineers providing for primary use of flood control works for the benefit of the Everglades National Park; (5) recommending that the Bridge Canyon Dam should be constructed to a height which will not back water into Grand Canyon National Park and further that the dam should not be built unless silt retention dams are built upstream and opposing further work on the Kanab Creek project as it would greatly reduce the volume of the Colorado River flow through the Grand Canyon National Park; (6) opposing commercial water developments in national parks or monuments; (7) advising the Department of the Interior to lift the reclamation withdrawal covering Lake Solitude because of the damage to valuable recreational resources; (8) questioning the development of the Rogue River, Oregon, for reclamation because of the threatened destruction of valuable fishery and recreational resources; (9) recommending that coastal fisheries should be under Federal control in the absence of effective state control through interstate compact or otherwise, suggesting a migratory fish control measure; (10) recommending that the Bureau of Reclamation attempt to find substitute reservoir sites for the proposed Tehipite and Cedar Grove sites and that the boundaries of Kings Canyon National Park should be rectified to include the two gateways which were excluded when the park was established; (11) recommending that withdrawals of public land in the Aleutian Islands for military purposes be made only after agreement between the Department of the Interior and the Department of National Defense provides adequately for the protection of wildlife; (12) opposing detailed wildlife management by Congress and advocating that Federal responsibility for regulation of migratory birds under the migratory bird treaty acts should not be delegated to the States.

Recent Zoning Decisions

Compiled by Flavel Shurtleff, Counsel A. P. C. A.

Courts have often said in zoning cases that they will not substitute their judgment for that of legislative agencies. Each case however is judged on the facts, and where the facts show an unreasonable zoning provision under the circumstances or an arbitrary action on the part of city council or other legislative agency, courts will act to remedy the injustice. In the following cases, decided in the last six months, they appear less hesitant to use this power.

Spot Zoning

The owner of a lot in a large area zoned for one- and two-family houses applied for a permit to remodel an old residence into a four-family house. He was refused a building permit and later his application for a variance was rejected by the Louisville Board of Adjustment. The Board of Aldermen, however, on his petition amended the zoning ordinance and classified *this single lot* as an apartment dis-

trict. Meantime the owner had completed the four-family house in violation of the building inspector's order to stop the work.

The lower court held the ordinance void and enjoined the owner from renting his house to more than two families. This judgment was affirmed by the Court of Appeals, which characterized the ordinance as spot zoning and declared that the city council had no power to single out one lot by an amendment and remove restrictions on it which were imposed on remaining portions of the same zoning district.

Polk v. Axton. 208 So. W. 2nd, p. 497. Ky. Court of Appeals, February 1948.

The applicant's lot adjoined an expanding commercial area, but was zoned for one-family residences. Also the opposite side of the street was zoned commercial. A permit for an electrical supply business was refused the applicant. At the trial in the lower court all the testimony was in favor of the applicant except that of the engineer of the city plan commission, who maintained that there was no need for further business expansion in the area and to rezone the property would decrease the value of adjoining residential property. No property owner in the area had objected to the proposed rezoning. The court decreed that the lot should be placed in a commercial zone, saying that any attempt to restrict the growth of an established business district was arbitrary.

This decision was affirmed by the Supreme Court and the language of the lower court approved.

City of Little Rock et al. v. Joyner. 206 So. W. p. 446, Arkansas Supreme Court, December, 1947.

Property which for seventeen years had been zoned for one- and two-family houses was reclassified in 1947 to permit only one-family houses. The land was filled marshland bounded on one side by water, on another side by a row of one-family houses and a store, on another by forty two-family houses in course of construction and commercial property, and on another by sheds, saloons and a boat livery.

It was proposed to use the land for sixty-one two-family houses. The mayor of Margate City, N. J., had favored the idea. The land had been purchased for $10,000 and the owner had committed himself to a Federal loan of $988,000.

The case came before a single justice of the Supreme Court for review of the amendment to the zoning ordinance. He found that the action of the governing body was a "precipitate move to prevent the highest use of the property which for seventeen years had been permissible" and that the proposed construction would not be detrimental to the public but would constitute a decided improvement.

De Mott Homes v. Margate City. 56 Atl. 2nd, p. 423. New Jersey Supreme Court, December, 1947.

To the same effect are cases which review decisions of Boards of Adjustment:

On appeal from the building inspector's ruling, the Board of Adjustment in the residential town of Maplewood, N. J., refused a permit to erect two signs, 11 feet by

25 feet, on a lot in a business zone. Such signs were forbidden in the business zone by the zoning ordinance, but in all residence zones signs were permitted on any building when "customarily and necessarily incident to the use of the building."

The court said that bearing in mind the exclusive business character of the neighborhood, and the numerous advertising signs already in existence two more signs would not depress values or be otherwise detrimental to public welfare. Consequently the refusal of permit was arbitrary.

United Advertising Corp. v. Board of Adjustment of Maplewood. 56 Atl. 2nd, p. 406. New Jersey Supreme Court, December, 1947.

Note. Apparently this court would also rule against a provision that allowed wall signs of limited area in business zones, but banned free-standing billboards. But the Connecticut Court has ruled favorably on such a provision.

Where the Board of Adjustment refused to allow the conversion of a garage into a residence because it would violate the rear and side yard provisions, the court held the refusal a "flagrant abuse of discretion, since moving the garage 2 feet 2 inches in one direction and 36½ feet in another would cost $3500 and destroy valuable trees. Moreover it would serve no possible public interest."

Appeal of Crawford. 57 Atl. 2nd, p. 862. Pennsylvania Supreme Court, March 1948.

Emphasizing the rule that each zoning case must be decided on the facts presented, the same courts which in the above cases have opposed discrimination and abuse of power insist that non-conforming uses must not be extended and that claims of hardship must be proved.

Extension of Nonconforming Use

The Board of Adjustment refused an application for the extension of a coal yard to an adjoining lot, both being in a residential zone. The adjoining lot had been used for transportation purposes by a bus line. The Court said that the refusal was proper since nonconforming uses should not be extended and a former nonconforming use for transport would not justify a use for storage of coal.

Midland Park Coal Co. v. Terhune et al. 56 Atl. 2nd, p. 712. New Jersey Supreme Court, January, 1948.

Hardship

The proprietor of a public garage asked for a variance. He claimed that the relocation of the state highway had made his garage business unprofitable and wanted to use the building for winding, testing, and assembling small transformers or coils in electronic devices. But the court ruled that all the other lots on the old highway were in the same situation. There was no peculiar hardship suffered by the petitioner. Good residences were being built in the neighborhood. To introduce manufacturing would depress values and be a spot use.

Siebold v. Mayfield et al. 57 Atl. 2nd, p. 248. New Jersey Supreme Court, February, 1948.

PARKS

The Lake Mead Recreational Area

This issue of PARKS presents scenes in the Lake Mead Recreational Area, situated in Arizona and Nevada. This reservation contains approximately 1,735,000 acres of public lands, originally withdrawn for reclamation purposes. It includes 100 miles of the Grand Canyon, downstream from Grand Canyon National Monument; scenic Lake Mead, extending 75 miles from the portals of the Grand Canyon westward to Hoover Dam; some 30 miles of the flooded valley of the Virgin River, which flows into the Colorado from the north; and 70 miles of the Colorado below Hoover Dam. This is a vast, rugged and amazingly colorful region.

The Recreational Area is administered by the National Park Service under an agreement with the Bureau of Reclamation, and was the first such area on which the administrative task was laid upon the Service. It is managed primarily to conserve and develop its outstanding recreational potentialities. It is not subject to the restrictions as to commercial utilization of its other resources that are applied to national parks and monuments. Mining and grazing of livestock are permitted, and the Department of the Interior has announced that, except on certain restricted areas hunting will be permitted there in accordance with the game laws of the two States in which the area lies. The Bureau of Reclamation manages the dams and all appurtenant structures, and the government villages.

Though not a national park, the Lake Mead Recreational Area possesses scenic grandeur hardly less spectacular and distinctive than that which characterizes the major parks. It is a worthy achievement in public land management, contributing immensely to the recreational requirements of the American people.

The cover picture—A canyon boating scene. Boat trips up Lake Mead are very popular with visitors.

National Park Service Photo

Above. Below Hoover Dam the once silt-laden Colorado is a cold blue-green stream flowing swiftly between canyon walls. Stocked with rainbow trout, it is a favorite haunt of fishermen.

Left. A desert tortoise.

Above. Looking northeasterly across Black Canyon, about 5 miles below Hoover Dam. The peak on the horizon rises about 5,000 feet above the river.

Below. The waters of Lake Mead provide a good place to cool off on a hot summer day.

Below. Fortification Hill, outstanding landmark and mountain of vivid colors, rises 3,000 feet above the blue waters of Lake Mead.

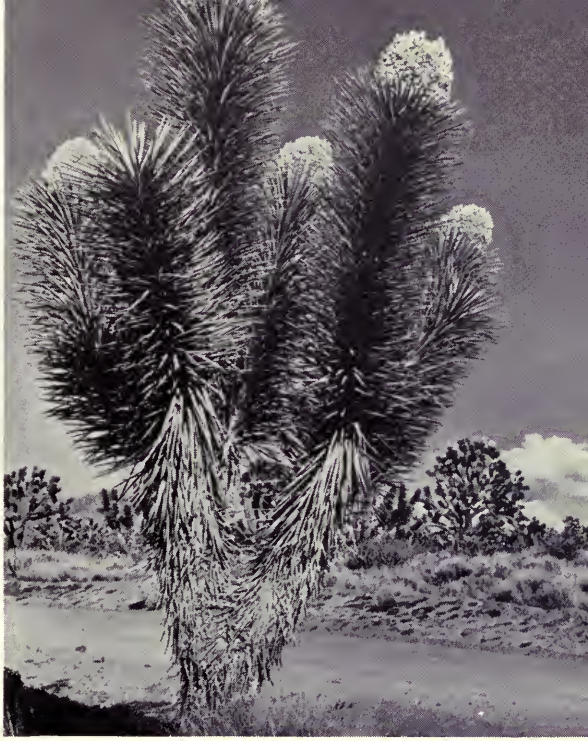
National Park Service Photo.

Above. This is Boulder Canyon, several miles upstream from Hoover Dam, which is in Black Canyon.

Left. Wild bighorn sheep are frequently seen near Lake Mead.

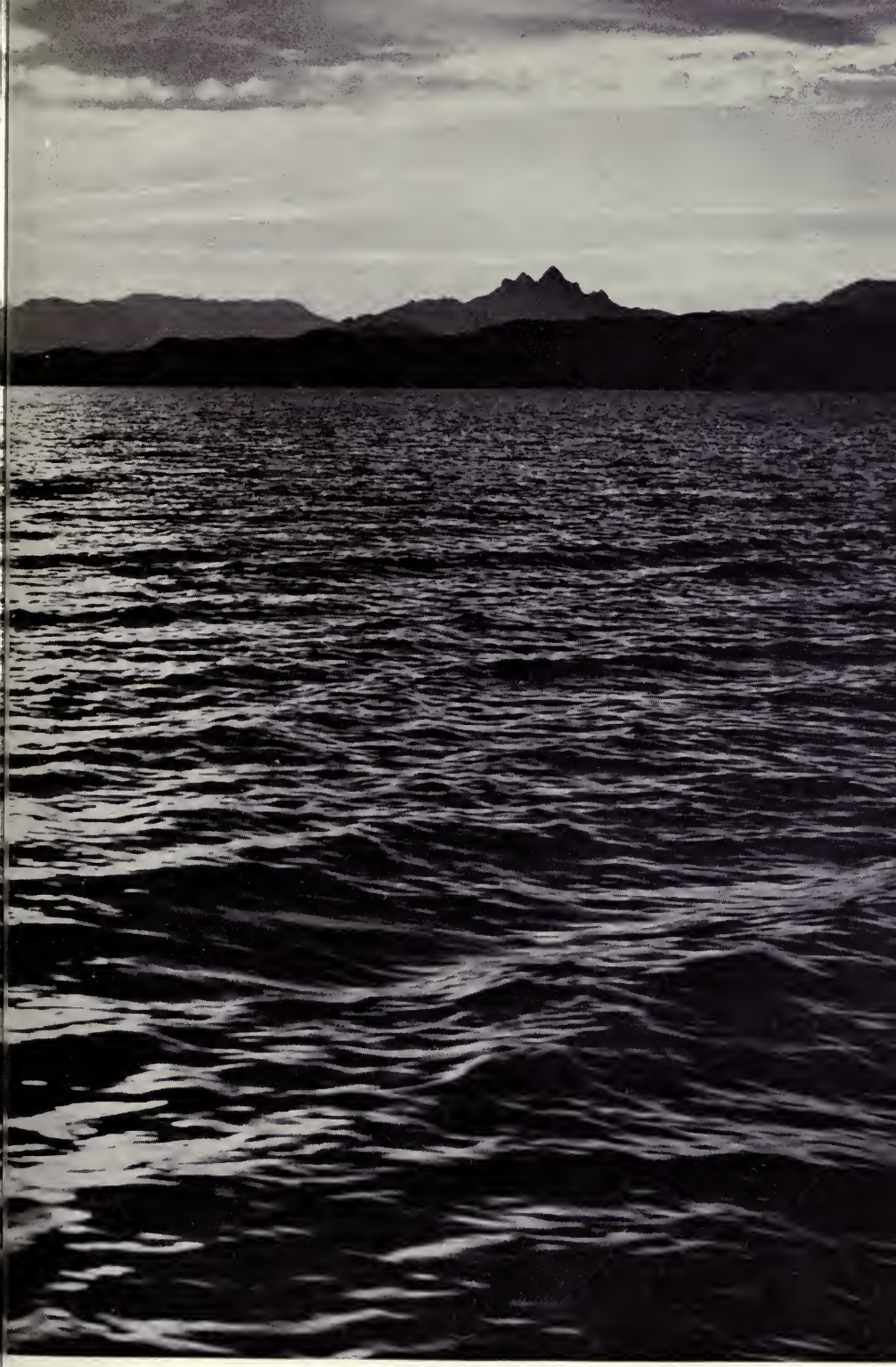
National Park Service Photo.

Right. A Joshua tree in bloom, near Lake Mead.



Below. Iceberg Canyon was so named by early explorers because of the prevailing shape of the rocks.

This late afternoon view across Lake Mead at distant shores



peaks helps one to visualize the immensity of this man-made sea.

Right. The eastern half of the Recreational Area is a land of straight horizons and great canyons.

Lower right. The Colorado River and the great inner gorge wind through this plateau country above Lake Mead.

Below. Lake Mead affords fine bass fishing. Carp are also abundant. There have been several carp seining experiments, as pictured here, without notable success.

Columbine Falls, near the upper end of Lake Mead.

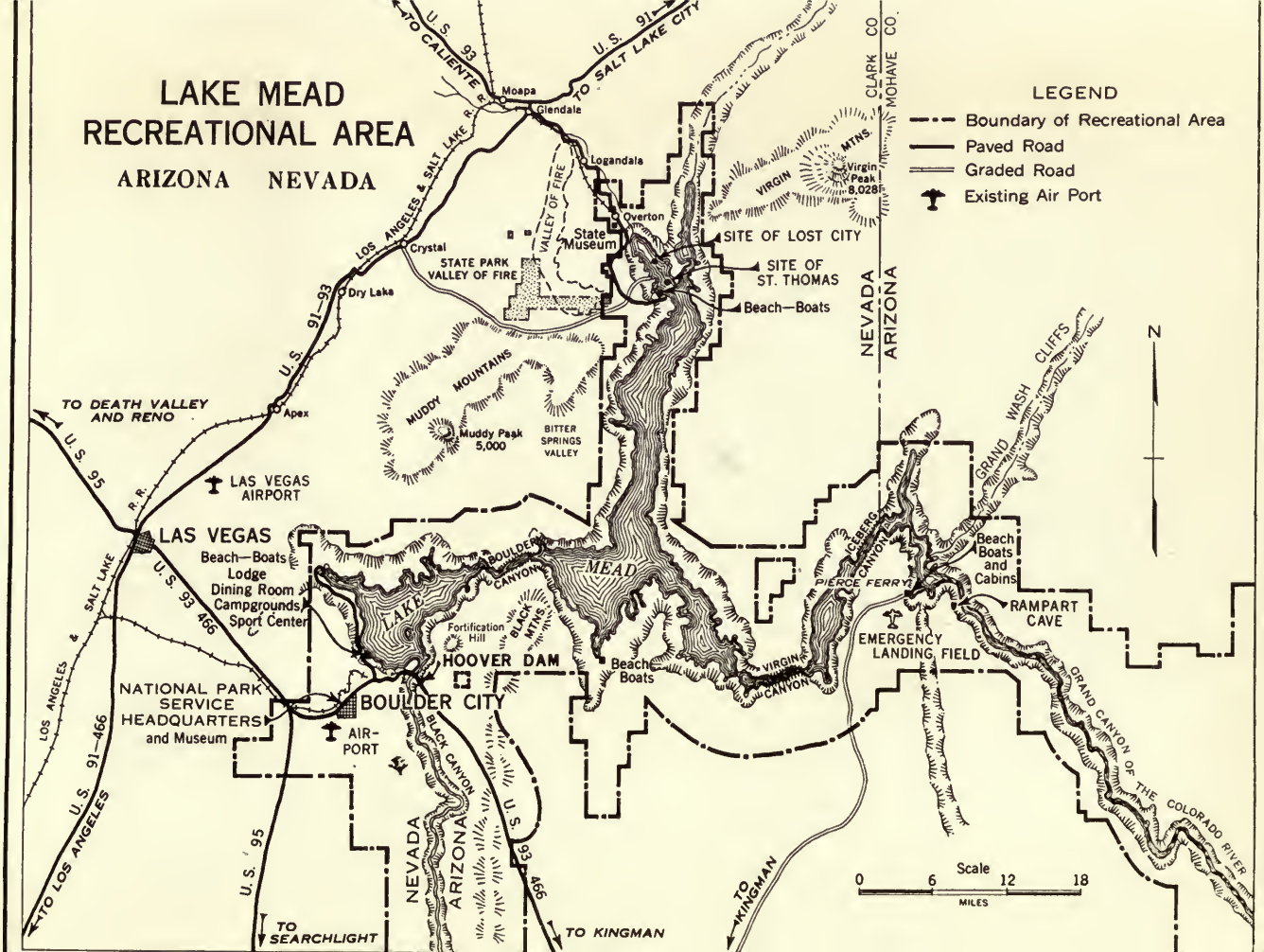
Upper right. Early settlers came to the plateau for lumber and for livestock range.

Lower right. Beautiful stands of ponderosa pines are still to be found on the higher parts of the plateau.

Ruins of prehistoric Indian dwellings are found on the plateau in the eastern end of the Recreational Area. Pictographs such as are common in the desert portion of the area were shown in the October, 1947 issue of PLANNING AND CIVIC COMMENT.

Below. An ancient juniper, which has succeeded in the battle for survival against the desert heat and drought, frames a view, painted by the afternoon light, of the canyon wall in a remote valley of the Recreational Area.

Appreciation. Unless otherwise noted, all photographs in this issue of PARKS are from the studio of William Belknap, Jr., of Boulder City, Nevada. Mr. Belknap generously supplied prints of a number of the pictures without charge, for reproduction here.


LAKE MEAD
RECREATIONAL AREA
ARIZONA NEVADA
LEGEND
Boundary of Recreational Area
Paved Road
Graded Road
Existing Air Port
TO CALIENTE
U.S. 93
U.S. 91
TO SALT LAKE CITY
Moapa
Glendale
Logandala
Overton
State Museum
VALLEY OF FIRE
STATE PARK VALLEY OF FIRE
Crystal
Dry Lake
LOS ANGELES & SALT LAKE R.R.
U.S. 91—93
SITE OF LOST CITY
SITE OF ST. THOMAS
Beach—Boats
VIRGIN MTNS.
Virgin Peak 8,028
CLARK CO.
MOHAVE CO.
NEVADA
ARIZONA
MUDDY MOUNTAINS
Muddy Peak 5,000
BITTER SPRINGS VALLEY
TO DEATH VALLEY AND RENO
Apex
U.S. 95
LAS VEGAS AIRPORT
LAS VEGAS
Beach—Boats
Lodge
Dining Room
Campgrounds
Sport Center
U.S. 93 466
LOS ANGELES & SALT LAKE
NATIONAL PARK SERVICE HEADQUARTERS and Museum
BOULDER CITY
AIR-PORT
LAKE MEAD
BOULDER CANYON
Fortification Hill
BLACK MTNS.
HOOVER DAM
Beach Boats
BLACK CANYON
U.S. 91—466
TO LOS ANGELES
U.S. 95
TO SEARCHLIGHT
U.S. 93 466
TO KINGMAN
TO KINGMAN
VIRGIN CANYON
ICEBERG CANYON
PIERCE FERRY
GRAND WASH CLIFFS
Beach Boats and Cabins
RAMPART CAVE
EMERGENCY LANDING FIELD
GRAND CANYON OF THE COLORADO RIVER
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MILES

State Park Notes

Compiled by JAMES H. HUSTED, National Park Service

With the adoption of a Constitution and By-Laws, the Midwest State Park Association officially came into being at Chicago, Illinois, at a meeting held on February 19 and 20. Representatives from the state park agencies of Illinois, Indiana, Iowa, Michigan, Minnesota and Missouri comprised the charter group. Several other state park agencies from the midwest expect to join with this Association but were unable to attend this meeting. V. W. Flickinger of Iowa was elected President, A. C. Elmer, of Michigan, Vice-President, and K. R. Cougill of Indiana, Secretary-Treasurer. The next meeting is tentatively scheduled to be held during the first week of May, 1949 at Pere Marquette State Park, Illinois. This organization is somewhat similar to the Association of Southeastern State Park Directors.

The Association of Southeastern State Park Directors elevated Charlie Morgan, Director, Department of State Parks, State Division of Conservation, Georgia, from Vice-President to President of the Association, upon the resignation of Russell Dyche, former Kentucky State Park Director. B. R. Allison, Director, Division of State Parks, Tennessee Department of Conservation, was elected Vice-President of the Association.

A new magazine, *Park Maintenance*, which is certain to be of considerable interest to state park personnel, made its debut in March. It is attractive in appearance, is well arranged and contains interesting and varied subject matter. Anyone interested in obtaining this publication should write to *Park Maintenance*, Circulation Department, P. O. Box 409, Appleton, Wisconsin.

A booklet entitled *Highway War Memorials*, containing descriptions and illustrations of several types of war memorials, including the Memorial highway and the roadside war memorial, has been issued by the Highway Research Board, 2101 Constitution Avenue, Washington 25, D. C.

An analysis of the possibility of making a state park system self-supporting is the subject of an interesting article entitled "If The Governor Says," in the April issue of *Parks and Recreation* by Allen T. Edmunds of the National Park Service.

The Federal Inter-Agency Committee on Recreation reports that,

in addition to the States mentioned in the last quarterly, Florida, Mississippi and South Carolina have all recently established state interagency committees on recreation.

Alabama. Historic old Fort Morgan, for more than a century guardian of Mobile Bay, was leased by the Department of Conservation to T. J. Rester and associates, of Mobile, on April 7, according to the April issue of *Alabama Conservation.* The lease calls for the Mobilians to erect a large hotel and convention hall within the next five years. Other facilities planned include a yacht basin, golf course, landing field for small aircraft, fishing pier, swimming pools and beach. Some of the larger buildings now on the area will be converted into hotels and cottages will be constructed. The lessees announced that they will begin immediately on a program of restoration of the old forts and other historical structures in the area. Fort Morgan will continue to be operated as a State Park. The State will receive 25 percent of the net profit from operation with a guaranteed minimum of $5,000 annually. The entire 434 acres was leased for a period of 25 years while a 99-year lease was granted for the proposed hotel. Director Thomas of the Department of Conservation stated that "When we complete our program, the Alabama Gulf Coast will be developed from one end to the other and will become the most inviting recreational area on the Gulf of Mexico."

California. The California State Park Commission approved a 50-year lease to the County of Los Angeles for the operation of all state-owned beaches in unincorporated areas of the county, and all state-owned beaches within incorporated areas where the city was agreeable to county operation.

Florida. John W. Griffin, Archeologist for the Florida Park Service, has recently completed a booklet, entitled *The Goodnow Mound, Highlands County, Florida.* This is the first of a series of technical papers which the Florida Park Service plans to publish on Florida archeology. Also, Lewis G. Scoggin, Park Director, has recently written several articles about Florida state parks for various state magazines.

Mr. X. L. Pellicer, President of the Florida Forest and Park Association, was named to the Florida Board of Forestry and Parks on January 5 by Governor Caldwell. He replaces Mrs. Linwood Jeffreys whose term expired last September.

Park Director Lewis G. Scoggin of the Florida Park Service announces that 50,000 decorative stamps are ready for distribution at the forthcoming meeting of the National Conference on State Parks at Highlands Hammock State Park, Sebring, Fla. Dec. 14-17, 1948.

The stamps are being printed in three colors, with pictorial detail of mountains, northern tree scenery, palm trees and water scenes. Each stamp is approximately two inches by one and one-half inches in size.

Across the picture side of the stamp, in striking letters, these words: *1948 IS STATE PARK YEAR IN THE SOUTHEAST;* and around the border: *NATIONAL CONFERENCE ON STATE PARKS—HIGHLANDS*

HAMMOCK—SEBRING, FLA. DEC. '48.

The stamps are available at cost of production, one dollar per sheet of 100 stamps. Orders should be placed immediately with the Tallahassee office of the Florida Park Service.

Georgia. The already famous Jekyll Island State Park was officially opened to the public on March 5, according to the April issue of *Georgia Park Views.* Despite the worst weather of the entire winter, the park hotel reported a complete "sell out" for the park's first weekend of operation. A 25-mile an hour gale on the opening day prevented the scheduled sailing of the Robert E. Lee, a sternwheeler, and small shrimp boats had to be used to transport visitors to the park. On the following day, however, the wind diminished and the Robert E. Lee began making her schedule on time. Sightseeing busses were kept busy taking visitors on tours of the island and beach. The Rockefeller Museum and the Jekyll Library were also enjoyed by many.

Charlie Morgan, Director of the Department of State Parks, has received the Civic Service Award given annually by Atlanta Aerie 714 of the Fraternal Order of Eagles. This award is given to Georgians who have rendered outstanding service to the State.

Illinois. Recreational Possibilities of Southern Illinois, a comprehensive analysis of the recreational potentialities of this region, has just been issued by the Joint Committee On Southern Illinois. Copies of this booklet may be obtained from this Committee at 205 David Kinley Hall, University of Illinois, Urbana.

Indiana. The Indiana Department of Conservation has embarked on a program of constructing low rental cottages for families of modest income at most of the state parks. The first "test" cabin, which was erected at McCormicks Creek State Park, proved so satisfactory that the Conservation Commission has given the "go ahead" signal for the erection of additional similar buildings as funds become available. Each cottage will contain a bedroom, living-room, kitchen, lavatory, toilet and screened porch. The kitchen will be equipped with sink, cabinets and cook stove. Six persons can be accommodated in each cabin, the size of which is approximately 23 feet by 16 feet. Department of Conservation officials said "the construction of state park cabins for families of modest incomes will fill a long-felt need."

Iowa. V. W. Flickinger, Chief, Lands and Waters Division of the State Conservation Commission, reports that the Commission's $2,713,100 program to develop Iowa parks, streams and lakes is going ahead as fast as the present limited staff can prepare plans. The 1947 Legislature appropriated this sum of money ". . . for construction, acquisition, replacements, alterations for state parks and reserves, state forests, state waters, for dredging, for artificial lake development, for erosion control, for streams and lake access, for land acquisition, and for design and investigation . . ." Thirty-seven projects were approved by the General Assembly and the funds

allotted may not be diverted or changed by the Commission. These funds are available for their intended purposes until expended or the work completed.

The State Conservation Commission has recently issued a booklet, *Iowa Conservation Laws 1947–48,* which contains a section on the rules and regulations governing state parks.

Kentucky. Mrs. Lucy L. Smith has succeeded Russell Dyche as Director of State Parks. Because of Mr. Dyche's deep convictions as to the proper development of Kentucky state parks, he has written a series of articles for the *Sentinel-Echo* of London, Kentucky, and has included all of these articles in a booklet entitled, *An Accounting To Home Folks.*

Maine. Camden Hills Recreational Demonstration Area, containing 4,964 acres located about 100 miles northeast of Portland, was officially transferred by the National Park Service to the State of Maine on March 5, 1948. This area contains one 84-camper capacity organized camp and public use facilities for swimming, camping, hiking and horse-back riding.

Maryland. Joseph F. Kaylor, for the past year Assistant Executive Director of the American Forestry Association, returned to his old post as Director of the Department of State Forests and Parks on April 1. Edward B. Ballard, Assistant Director of this Department for the past year, recently left this position and has become associated with the Kentucky Division of Parks with headquarters at Cumberland Falls State Park.

Massachusetts. Mr. E. L. Gillett has recently replaced George J. Keville as Director, Division of Parks and Recreation of the Department of Conservation.

The *Boston Herald* of March 8 contained an editorial on the exploitation of Mt. Greylock by an FM and television tower. This editorial, called to our attention by Harlan P. Kelsey, follows in part:

The Commissioners of the Mt. Greylock State Reservation, appointed by the Governor but securing their operating funds from the County of Berkshire, have given permission to a broadcasting station for the erection of FM and ultimately television equipment on the summit of the mountain—that is, on the land of the Commonwealth. They have stated that similar permission will be granted to any other local station. Since the thickly populated portion of Berkshire lies in a valley, FM and television waves cannot reach it unless relayed in, or are beamed from a high summit. Greylock is the highest summit in the State. Therefore it is most suitable for bringing to Berkshire the blessings of television. Doubtless that is the excuse the Commissioners would make.

But that is not what Greylock was purchased for, with public funds. . . .

Just as the National Park Service resists all attempts to exploit the parks for private gain, so our reservations should resist it, preserving so far as is possible the land in its primitive state. To grant permission to any private firm for the erection of radio towers and other equipment on Greylock is a dangerous precedent as well as a desecra-

tion of the summit. The Governor should stop it. . . . .

Michigan. The Department of Conservation, of which the Parks and Recreation Division is a part, established a decentralized field organization on February 1. Regional Offices were established in Marquette, Roscommon and Jackson. Under the new setup, field personnel will work directly under the regional offices, thus allowing the Divisional Chiefs in Lansing to spend more time planning their various programs and projects.

"Day Camping Is Entering Bigger Year" is the title of an interesting and informative article appearing in the March issue of *Michigan Conservation.* This describes the day camping program which is being conducted on state park lands by the public schools of the State. This new program was started last year and is already considered an outstanding success.

Minnesota. The topic for the Fifth Annual Conservation Essay Contest, sponsored by the Minnesota Federation of Women's Clubs with the cooperation of the Minnesota Department of Conservation, is "State Parks—Conserving Human Resources." All students in Minnesota high schools are eligible and urged to enter the contest. This topic was selected in order better to acquaint the people with the great recreational potential of Minnesota's system of state parks, with particular emphasis on their importance both to youth and adults in promoting social consciousness, good citizenship, and improving physical welfare. The major award for the twenty district winners will be the Conservation Youth Tour at Itasca State Park for a week.

Mississippi. Bura Hilbun, Coordinator, Mississippi Forest and Park Service, died in February of this year.

Nevada. W. T. Holcomb has replaced Robert A. Allen as Highway Engineer and Ex-Officio Superintendent of State Parks for Nevada.

New Hampshire. Last October, the Society for the Protection of New Hampshire Forests transferred to the State its 913-acre Flume Reservation. Governor Dale participated in the ceremony and accepted the deed from the Society on behalf of the State. Because of its location, this area will become a part of the well-known Franconia Notch Reservation.

New York. The Nassau Review Star of March 13, carries the following tribute to Robert Moses in connection with his re-appointment as Long Island State Park Commissioner:

The re-appointment of Robert Moses to his post on the Long Island State Park Commission is something that can almost be taken for granted, but it is, nevertheless, an occasion for congratulations.

Mr. Moses has completed four six-year terms on the Commission, starting back in 1924 when the Long Island State Parks consisted of virtually nothing, with the possible exception of Fire Island.

Robert Moses is a versatile man, a scholar, lawyer, public administrator and writer of note. Mr. Moses' fame, however, rests primarily upon his achievements as president of the Long Island State Park Commission. If he had no other activities or

associations to his credit, the work he has done on Long Island would mark him as one of the great public men of his time.

North Carolina. Thomas W. Morse, Superintendent of State Parks, has announced the establishment of a new area, Hiwassee State Park, containing 800 acres and a number of buildings. This was created through leasing part of an old TVA village. About 33 cottages will be equipped for recreational use. The cottages will be equipped with electric ranges, refrigerators, dishes and cooking utensils. Boating and fishing are considered excellent but swimming is not feasible at the village site.

Ohio. The Ohio Development and Publicity Commission has recently issued an excellent booklet entitled "Historic Ohio." It contains a brief description of all of the important historical areas, buildings, monuments and markers, and has many excellent illustrations.

According to the February issue of *The Ohio Conservation Bulletin,* Conservation Commissioner H. A. Rider recently became a member of the newly created Anthony Wayne Parkway Board, which was set up to supervise the establishment of the Anthony Wayne Parkway.

Pennsylvania. The Tourist and Recreation Bureau of the Department of Commerce has greatly increased its activities since the close of the war. It publishes seasonal annuals on hunting, fishing, summer camps and winter sports, and has issued a series of pictorial booklets and recreational maps which have had a very wide distribution. The Bureau is now preparing a new moving picture of Pennsylvania's scenic and historic features. It has also prepared a 164-page illustrated history of the State's 67 counties entitled "My Pennsylvania." With the resumption of unrestricted automobile travel, this section of activity has become of great economic importance, since the normal tourist spending in Pennsylvania exceeds 400 million dollars a year.

South Carolina. "A State Park Day Camp Program" is reviewed by P. R. Plumer, State Park Director, in the May issue of *Recreation.* The article describes the development of this program for children in 1940 and 1941 and offers certain conclusions resulting from this experience. Mr. Plumer mentions the different ways in which the transportation problem was solved, and discusses the fees charged. The activities comprising the program were divided into six main groups, for each of which a trained leader was provided: (1) nature study, (2) cultural activities, (3) arts and crafts, (4) social, (5) aquatics and (6) land sports. A total of 3,081 children spent 39,655 day camp days in twelve parks during the 1941 season.

Washington. The State Parks and Recreation Commission has prepared a group of picture post cards showing outstanding scenes in several of their state parks. They are very attractive and provide good publicity for these areas.

Wisconsin. In the January issue of *Wisconsin Conservation Bulletin,* C. L. Harrington, Superintendent of Forests and Parks, describes "The Comprehensive State Park Program."

Marshalling Citizen Interest on Behalf of Planning

Given by Maj. Gen. U. S. GRANT, 3d, Ret. at Fort Wayne, Ind. May 3, 1948, at the Fort Wayne Civic Association

Many, many cities and smaller communities, some counties and regions, have had plans made which have never been carried out and now lie dormant among their archives. This waste of money and technical skill is due largely to lack of understanding on the part of the public, lack of ability on the part of the city planner or planning commission to persuade the public that what is planned or proposed will really benefit the community in general and many individuals in particular.

The city planner, too often lacking training in public relations, is usually or should be a technical man, one who has studied and acquired experience in the techniques of his profession. Manifestly, he is at a disadvantage in "selling his plans" in competition with the many citizens there are in every community, who have panaceas of their own for the city's ills and with the pressure groups interested in specific projects favorable to their own selfish interests. If his plans are to be carried out they must usually be sold to the electorate by other citizens familiar with their every detail, their advantages and *the disadvantages of letting the city continue its helter-skelter development,* without guidance from experience, ascertained facts, foresight and sound judgment.

There must, therefore, be intelligent and understanding leadership in the community, a leadership prepared to take the trouble to educate the public at large and with the conviction and determination necessary to continue its support of sound planning for years against the attacks of honest but misguided citizens and of organized selfish interests.

Before going on to various ways in which such leadership may be accomplished, it seems desirable and necessary to stop a minute, in order to establish some definitions and to reach an understanding of what we mean now by sound city planning, the sort of problems it deals with and how it approaches them. Let me emphasize that, when I speak of city planning, I always mean sound city planning. I do not assume that the city planner, especially if he be brought in from some other community, can know it all from the beginning or is necessarily infallible in his judgment. Like a good doctor he must learn in detail the symptoms and habits and psychology of the patient for whom he prescribes. Evidently, he can and must learn much from the enlightened and thoughtful citizens with whom he should get on intimate terms and with whom he should work in cordial accord.

Indeed, being a technical man and

presumably professionally "tops," he is called in as a doctor to help cure the city's ills; and he can succeed only if he is given the full confidence of his patient, the community, and if the latter cooperates with him and honestly carries out the treatment prescribed. Without this mutual confidence, his knowledge and efforts will be useless and the cost of the plan will have been thrown away. Let us concede that, however expert the planner you engage, he is only human and like a doctor may sometime be wrong, both in his diagnosis and in his proposed treatment. Here is where he needs the patient and sympathetic advice of the community's leaders and must benefit by their special knowledge of the community's habits and psychology.

Don't think that, because you disagree with him or he disagrees with some pet plan of yours, he is necessarily wrong. If he proposes something quite novel, he must suffer cruel opposition, because, as a famous English publicist once said, "mankind knows no pain like the pain of a new idea." On the other hand there is always the danger that a very startling and novel project, supported by some obvious but unsound arguments, may strike the imagination and secure enthusiastic support because, as Oscar Wilde said after his lecture tour in this country "in America nothing succeeds like excess."—I myself have seen this happen many times.

One more caution: Don't be impatient with him, if he delays a tedious time searching for facts, for statistics, for data on which to determine trends. Such action on his part, his unwillingness to accept the obvious without question and to study many angles in the search for supporting facts should augment your confidence in him. Most of our cities today are suffering from financial difficulties because of their readiness to adopt expensive projects on superficial evidence without such painstaking check. For example, Washington today is building an underpass at a cost of about $3,800,000 because of a design adopted without full investigation of *all* the facts, when a different design costing only $600,000 to $800,000 would have served the purpose better now that we know the facts correctly.

Now for our definition: City planning is the preparation of plans for the development of an urban area—a whole metropolitan area, if the population be large, including many incorporated and unincorporated political jurisdictions—so that it may grow into a better community, sounder economically and socially, better to live in, to work in and to raise a family in. The inhabitants, the people, are the primary interest, and the objective of the planner must be to so guide the construction of the man-made shell and surroundings in which they live, so that they shall be healthier, wiser and happier. If these ends are achieved the community will also be prosperous, or at least well-to-do.

Although we often speak of a Master Plan there really is no such thing. This is actually an abstraction, conveniently used to save words. The best and most concise

summary of the problems of city planning that has come my way is an article entitled "Democracy in City Planning" by John T. Howard published in the "Antioch Review" four years ago. I shall quote from it now on this subject, and again later when occasion offers.

"The greatest difficulty, however, lies in the complexity of the problems, and the fact that plans to meet them must themselves be very complex. They must cover things big and small, property private and public, periods of time from tomorrow to the next century. A City Plan is really a bundle of plans, some in drawings, some in words, some in figures—held together not by a rubber band around the outside, but by a strong cord of related thinking running through them all.

"To illustrate: major highways must be planned as a metropolitan network, to handle efficiently great traffic volumes. The system must be keyed to other transportation systems, mass transit, railroads, airports. It must be designed to serve industry, business, residential concentrations—where they are now, and where they will be in the future. The new highways must be straight and broad—freeways, expressways, parkways—veritable auto railways. But they must be so laid out that they don't smash neighborhoods, the vital cells, the subcommunities of the city; so that they don't spread blight, but check it; so that they don't wastefully drain people out of the older areas beyond the need to relieve excessive crowding."

Manifestly, the artificial part of every modern city, the shell within which the people live and work, has many parts, each performing its own function and all intermingled. It is obviously foolish to allow the city to grow in response solely to the inspiration of individuals and their usually selfish motives; and yet it is essential to stimulate the growth of their resourcefulness and enterprise. A city in which the average citizen does only what he is told and waits to be told, will inevitably die a slow and lingering death. Hence, the importance of every citizen knowing and understanding how his city should grow to make it and him most prosperous and happy, so that he will want to develop his own part of it in the right way, convinced that his own health and happiness will be greatest when that of the city reaches an optimum.

Too often city planning is falsely confused with city beautification. Monuments, great plazas, beautiful buildings and parks can be but a false front, if at the core there are slums and miserable people. Moreover, such a city will be economically unsound. Even booming business cannot long carry the enormous financial burden of blighted neighborhoods, and the disease and crime that fester in them and spread and spread and spread.

On the other hand, Sir Henry Wotton's (1568–1639) dictum holds as to city buildings, "Well-building hath three conditions: Commodity, Firmness and Delight." A city which obviously seems well planned, with each function adequately served and all balanced will inevitably be a beautiful city and afford this last element, Delight.

Because of the tremendous urban concentrations of population that

have taken place during the last half century, and because of the quite recent availability of automobile transportation, highways and street capacity have become a burning question, have preempted public attention and have caused enormous expenditures, because there the shoe pinched. Consequently, we have momentarily lost sight of the idea of a city of homes. As Mrs. Ruth Bryan Owen said a few years ago, "The home has become merely a place to eat and sleep, to refill and retire."

The "reductio ad absurdum" is reached in the trailer, the family having given up its home entirely and living as transients in a camp without sharing the responsibilities or burden of citizenship. The economic fallacy of the prevalent present day attitude was pointed out years ago by Jesse C. Nichols when he started his great subdivision of homes in Kansas City, Mo.:

"One lesson I learned is that it's wasteful to build a home that's obsolete after one generation. Too many residential neighborhoods have an average life of only 25 to 30 years. Then they decline.

"Here we have plenty of room to make a useful experiment in town building. We laid out this part of Kansas City so carefully, we believe, that several generations may occupy these homes before they are spoiled by injurious surroundings or any of the other blights that commonly encroach on a good residential community."

Mr. Howard Wisely says: "Most city people live in old houses, in old areas. This will be so as far ahead as we can see. Be as optimistic as possible about new houses in the suburbs, new homes in cleared slums. At the best building rate conceivable in 1960 three out of every four families will still be living in houses from twenty to sixty years old and older. City planning stands or falls by its success in making these neighborhoods good places to live. Stable investments, property values, costs of public service, tax rates, efficient business and industry, all hinge in succession on our ability to remodel our cities. Good neighborhoods—good "old" neighborhoods—are the blocks with which we must build."

Beside the traffic problem and the problem of retaining home-life in the city, there is the need for more schools which are expensive, and parks and playgrounds which become more essential as leisure time increases and the boundaries of the country are pushed out farther by urban development. Probably the next most imminent threats to our cities are decentralization of the central business districts and the blighted areas, largely the result of such decentralization.

The economic importance of maintaining a healthy central business may be illustrated by that of Washington, which occupies only 1.7% of the taxable area of the District of Columbia (not of the whole metropolitan area) but pays 23% of the real estate tax. And, we must be ever mindful that the very large expenditures to facilitate traffic as well as zoning changes to foster new developments in the wrong places, are too often a serious expense to our communities and only increase

the centrifugal forces that are causing decentralization and blight.

It is no part of my subject to analyze the problems of city planning or to enumerate the remedies. I have merely wished to point out the intricacies thereof, the way a remedy for one evil may foster another. Indeed, city planning is not a clear-cut scientific technique which can be done by applying a rule of thumb, but rather the art of adjusting innumerable demands and conflicting interests. In a democracy where the representatives of the people adopt projects and the people vote the bonds, it is essential that the voters understand this fact and that their leaders have a good understanding of the interrelated effects of different kinds of projects, both the economical and the physical effects. I have seen a zoning commission rezone a piece of land required by another city agency so as to cost the city $90,000 and give a corresponding unearned increment to three real estate speculators!

"The bottleneck in effective city planning is people. That bottleneck can be broken. But not by splashing superhighways across the newspapers, or dreaming visions of the Ideal City of 1970. The problem of city planning lies where people live. They can be led to the solution of the problem—in its big aspects and its little aspects—only by making city planning come alive to them, making it literally come home to them."

Now how is reliable information to be spread among the population? How can the community be organized so as to give the city planner the level headed local knowledge and judgment he needs, and correspondingly give to the voters the information they need to carry out sound plans in a sensible order of priority, without wasting the tax payer's money in bad investments?

The following methods have been tried with a considerable measure of success: *a.* A course in the city schools based on a well prepared simple manual—a primer that becomes a primer. *b.* A competition in the schools, using models, photographs and drawings, requiring the school children to propose what they think is needed for the betterment of their own neighborhoods.—What the children do will interest most parents and they will learn from their children. *c.* Discussion with instructed leaders (not lectures) in neighborhood clubs and citizens' associations. *d.* Discussions of the city wide plan and of its features in social and educational clubs and associations. *e.* Formation of a citizens advisory board or council, composed of representatives of all organizations interested, or who should be interested, in the plans and their being carried out for the good of the city. Such a group should become sufficiently interested and convinced of the importance of sound planning to raise a fund, necessary for exhibitions of the plan and the publication of materials to further the educational campaign. Of course, it will have standing committees on special parts and features, and it may find it most practicable to incorporate.

Probably all of these methods should be tried, but each community will know best which are

most fitting to its own circumstances. A good and sustained public relations program is, of course, a "must." The local papers can be most helpful. The campaign must be sustained for years, and it will be best not to try all methods at once, but to proceed by successive steps.

In conclusion, let me emphasize again that there can be no final master plan. The plan or plans must be constantly revised. Like the principles of the art of war, certain basic principles should be agreed upon and constantly kept in mind. They will be permanent, and new ones added as new means and methods are devised, but their application to special cases will constantly differ and special study will be required for them to be correctly applied in each case.

Much work for the citizens, especially their leaders, is involved. As Justice Brandeis said: "There is no effort, to my mind, that is comparable in its qualities, that is so taxing to the individual, as to think, to analyze fundamentally."—And that is just what you must undertake, in order to make your community the best that our American civilization can produce for human habitation, to insure for your people "life, liberty and the pursuit of happiness."

May I close with a bit of anonymous doggerel which justifies its quotation by its concluding thought:

Isn't it strange that Princes and Kings
And fools that caper in sawdust rings
And just plain people like you and me
Are builders for eternity?

Each is given a book of rules,
A shapeless mass and a kit of tools,
Yet each will fashion ere life has flown
A stumbling block or a stepping stone.

Let what you and I produce be only stepping stones to a better life for our communities.

School Pupils' Ideas for a Better Community

The Washington of tomorrow, as seen through the eyes of the citizens of tomorrow, was the subject of an exhibit held in the National Capital early in June in which the school children presented their ideas of community improvement through models, posters, maps and murals. For the previous six weeks, children from 154 schools had prepared their entries for a mammoth exhibit, sponsored by the City Planning Committee of the Washington Board of Trade. For three days the exhibit was open to the public and prizes were awarded for the most deserving models. About 100 of the models are to be selected by the State Department for shipment overseas where they will go on exhibition as examples of American children's thinking. One of the largest projects was a 6- by 12-foot model of an area portraying new schools, churches, a bridge, a vast parkway, new dwellings and buslines.

Watch Service Report

National Parks

New Bills Introduced:

H. R. 5931 (Sikes, Fla.) introduced May 22. Establishes the Fort Gadsden National Monument in the Apalachicola National Forest in Liberty Co., Fla. Includes the site of old Fort Gadsden, the grave sites, Watch Tower sites, and related points of interest. The bill permits the Secretary of the Interior to turn the area over to the State, if he thinks it should be administered as a state historical park. Referred to the Committee on Public Lands.

H. R. 6246 (Smith, Va.) introduced April 14. Authorizes the Secretary of the Interior to transfer control and jurisdiction to the Navy over lands within the Chopowamsic Park of 5,000 acres contiguous to the Marine Base at Quantico and authorizes the Secretary of the Navy to acquire an additional 1,500 to round out the Park and change the name to Prince William Forest Park. Passed House May 18. Passed Senate June 12.

H. R. 6261 (Jennings, Tenn.) introduced April 15. Establishes the Admiral David Glasgow Farragut Birthplace National Monument about 12 miles west of Knoxville. Referred to the Committee on Public Lands.

H. R. 6387 (Leroy Johnson, Calif.) introduced April 29. Authorizes $350,000 as a loan to the State of California to assist in the acquisition and preservation of the area known as the South Calaveras Grove of Big Trees (Redwoods) comprising about 2,500 acres in Tuolumne County. This loan represents not more than 25 percent of the total cost. Referred to the Committee on Public Lands.

H. Con. Res. 203– S. Con Res. 55 (Mack and Cain) introduced May 19. Establishes a Joint Committee on the Olympic National Park. Referred to the Committee on Rules. This Joint Committee of six is composed of two members ostensibly more interested in agriculture than in parks; two members with a definite slant towards the lumber business; and even the two public land members might prove to be interested in seeing some of the lands in the Olympic National Park transferred to the National Forests. Such a Committee could not be considered impartial. The Concurrent Resolutions can be adopted by either House without public hearings and without the President's signature.

Action on bills previously reported:

H. R. 4551 (Bonner) introduced Nov. 24, 1947. Adds surplus land to the Cape Hatteras National Recreational Area in North Carolina, by authorizing the transfer from the War Assets Administration of 8 acres of surplus land designated as Kitty Hawk Site No. 14 in Dare County. Passed House April 20, Senate, May 24.

H. R. 5053–5054-S. 2080 (Walter, Scott–Myers) introduced Jan. 20 and Jan. 28. Authorizes $4,435,000 for the acquisition of properties and the establishment of the Independence National Historical Park in Philadelphia, including Independence Hall, Carpenters Hall, First U. S. Bank property, the Bishop White House, the total area of which carries three city blocks, with one exclusion. Reported favorably to the House April 26. Passed House June 14, Senate, June 18.

H. R. 5587 (Lemke, N. D.) introduced Feb. 26. Adds about 25,000 acres to the Theodore Roosevelt National Memorial Park in North Dakota, of which all but 1,336 are now owned by the U. S. Passed House April 20. Passed Senate June 1.

H. R. 5822 (Taylor) introduced Mar. 11. Establishes the Saratoga National Historical Park in New York State. Passed House April 20. Passed Senate June 12.

H. R. 4980 (D'Ewart, Mont.) introduced Jan. 15. Authorizes the Secretary of the Interior to acquire from the State of Montana certain lands, buildings or other property within Glacier National Park. Signed by the President on March 16. Public Law No. 446.

S. 1545 (Dondero) introduced Jan. 27. Authorizes the Secretary of the Interior to grant to the State of Virginia a right-of-way across the Colonial Historical Park in order to be able to construct a highway bridge over the York River at Yorktown. Reported favorably to the House, April 15. This is a compromise solution of a lengthy controversial subject. The Park Service has consented to the use of depressed locations in the battlefields area for approach roads.

S. 2277 (Robertson, Wyo.) introduced Mar. 16. Relates to the disposition of surplus property for park and historic monument purposes. States and other subdivisions would

pay 50 percent of appraised cost for parks and recreational areas and Federal, State and local governments would secure historic monuments free. Pub. Law 616.

H. R. 1330-S. 1951 (Barrett, Robertson) introduced in January 1948. The Barrett Bill was objected to on the Floor of the House and was stricken from the Calendar. It is now in the House Rules Committee. Representative Barrett has stated that he will again try to have a rider attached to the National Park Service Appropriations Bill prohibiting any public money from being spent to improve Jackson Hole National Monument.

S. 1212-H. R. 3378 (Holland, Pepper–Smathers) introduced May 2, 1947 and May 8, 1947. Authorizes the purchase of additional lands for the Everglades National Park with the $2,000,000 donated by the State of Florida. Amendments were pressed which would permit oil leases for a period of years on these purchased lands. Thereupon the sponsors asked to have the bill recommitted to the Public Lands Committee. There is an obvious moral commitment on the part of the U. S. Government to acquire these lands without obligation in excess of those applicable to the lands turned over to the Government by the State of Florida.

H. R. 5490 (Rogers, Fla.) introduced Feb. 23. Authorizes construction of a comprehensive plan for flood control in central and southern Florida. Referred to Committee on Public Works. Conservation leaders advocate an agreement between the Department of the Interior and the War Department which will give primary use of impounded waters to the Everglades National Park.

Roads and Parkways

H. R. 1677-S. 2499 (Scasscer–Tydings) introduced April 8 and 14. Provides for the development, administration and maintenance of the Baltimore-Washington Parkway and Suitland Parkway in the State of Maryland as extensions of the Park system of the District of Columbia. Referred to the Committee on Public Works in both Houses.

H. R. 5839 (Barrett, Wyo.) introduced March 15. Authorizes the conveyance by the Secretary of the Interior to any State, county or municipality any government-controlled road leading to any national cemetery, national military park, national battlefield park or national historic site administered by the National Park Service. Referred to the Committee on Public Lands. Local control of approach roads to national parks and historical areas would be a misfortune. The trend of recent years has been to extend Federal control over such approach roads. Passed Senate May 24.

H. R. 5155 (Beall, Md.) introduced Jan. 27. Authorizes the Public Roads Administration and the National Park Service to make a reconnaissance survey of the Chesapeake and Ohio Canal to determine the practicability of constructing a parkway between Great Falls and Cumberland, Md. Passed House April 20, Senate, June 1.

District of Columbia

H. R. 4960 (Klein) introduced Jan. 14. Creates a Capital Clearance Committee for the District of Columbia "to make a study and ascertain whether all publicly owned land in the District is devoted to the most efficient governmental use in this limited area.

It is probably true that some public institutions now located in the District of Columbia might better be moved to areas outside the District; but it would be unfortunate if the need for tax revenues from private real estate come to be a deciding factor in decisions concerning public land uses. The District of Columbia was created—to be the seat of Government for the United States and Federal holdings within the District will undoubtedly increase with the years.

H. R. 6267 (Auchincloss) introduced April 14. Reported out by the House Committee on the District of Columbia May 3. The Bill corrects many mistakes of the January Bill.

Grazing

H. Res. 604 (Barrett) introduced May 20. To create a select committee to investigate the administration of public lands for grazing purposes. Referred to the Committee on Rules. This would permit the Committee to resume the campaign conducted last year to break down reasonable limitations on grazing lands, a sure road to destruction of our grazing areas in the Western States.

Fish and Wildlife

H. R. 6577 (Tollefson) to establish a Fish and Wildlife Commission as an independent government agency. Referred to the Committee on Merchant Marine and Fisheries. This would abolish the Fish and Wildlife Service in the Department of the Interior.

No action is predicted in view of the Hoover Committee on Reorganization for Government Departments which is directed by Congress to report by Jan. 15, 1949.

Conservation

H. R. 6054 (Hope) introduced Mar. 30. To establish conservation and orderly development of the Nation's agricultural land and water policies.

This bill would create a National Agricultural Land and Water Resources Advisory Board to advise the Secretary of Agriculture. There would be established an Agricultural Resources Administration, and agencies from Agriculture and Interior would be assigned to it. This is a far reaching and very controversial bill. In view of the Hoover Committee on Reorganization for Government Departments and the existence of separate subcommittees on Agriculture and Natural Resources, passage of this Bill would be premature. It is unlikely that Congress would act before the reports of the Hoover Committee are received in January of 1949.

H. R. 4417 (Jensen) introduced July 26, 1947. To provide for a national land policy based on the conservation of our soil and water resources, the orderly development and protection of the Nation's agricultural lands. Referred to Committee on Agriculture.

Housing

S. 866 (Taft, Ellender and Wagner) introduced Mar. 10, 1947. This comprehensive housing bill, known as T-E-W, passed the Senate amended after long debate on April 22 in substantially the same form that was recommended by the Joint Committee on Housing. The bill is now before the House Banking and Currency Committee where hearings have been held intermittently since May 3. When the hearings are completed, it is planned to bring the measure to vote before the House.

H. R. 6841 (Wolcott) introduced June 8. Amending the National Housing Act. Ordered reported from the Committee on Banking and Currency on June 10 to include the following titles of S. 866: Title III, program of research and development by Housing and Home Finance Administration; title V, slum clearance and urban development; section VL, low-rent housing and title VII, rural housing.

H. R. 6888 (Wolcott) introduced June 11. A bill to amend the National Housing Act, as amended. Referred to Committee on Banking and Currency.

H. R. 6959 (Wolcott) introduced June 16. A bill to amend the National Housing Act, as amended, and for other purposes. Referred to the Committee on Banking and Currency. None of these bills passed Congress.

S. 2317-H. R. 5862 (McCarthy-Fletcher) introduced Mar. 15. To establish a national housing policy and provide for its execution. This bill leaves out both public housing and rural housing.

Water Pollution

S. 418 (Barkley-Taft). To provide for water pollution control activities in the public health service of the Federal Security Agency and the Federal Works Agency. Passed by the Senate on July 17, 1947. The Izaak Walton League states that the amendments to the bill, made April 27, 1948, when the Public Works Committee of the House approved S–418, make it a "perfect polluters' protective measure . . . Ironically, it would spend $126,500,000 of the taxpayers' money to perpetrate on the public a five-year moratorium to polluters." The League suggests that the bill be amended as follows: 1. Strike out the language transferring to Government and absolving industry from its responsibility for discovery and development of treatment methods; 2. Insert a simple provision that will outlaw the spread of pollution from new outlets; 3. Delete the State consent requirement from the Federal control provisions. The House bills are H. R. 3990 and H. R. 123 (Mundt); H. R. 315 (Spence) and H. R. 470 (Elston). Conferees agreed June 19.

Forests

S. 1090 (Thye and Ball) to safeguard and consolidate certain areas of exceptional public value within the Superior National Forest, Minn. Reported favorably to the House with amendments and from the House Committee on Agriculture June 3. Passed the House June 8 as amended and Senate agreed to House amendments. The important amendment provides that the United States shall pay to the counties in which the area is located ¾ of 1 percent annually of the appraised value of the land. The Report recommends that the privately owned lands within the area be acquired by the U. S. as soon as possible.

Commentaries

The Allegheny Conference on Community Development has recently issued an illustrated brochure, with an 11 x 14-inch page, entitled: *Pittsburgh, Challenge and Response.* The Allegheny Conference was formed in the war years to achieve unity of action. It is a citizens' non-profit organization, enlisting the full strength and best talents of industry, public administration, education, finance, science, and the agencies of public opinion. Edward R. Weidlein, Chairman of the Committee, declares: "The Allegheny Conference can recommend. It cannot enact. For the exercise of the power of government, a community must look to its elected officials who are given the responsibility of legislation and administration. The civic program for this region can go forward only with the help of the people's representatives."

The non-partisan legislative program authorized by the State Legislature by decisive, often unanimous votes, includes a county-wide smoke program, with regulation of railroads; the establishment of the Pittsburgh Redevelopment Authority for the rebuilding of blighted areas, under the redevelopment acts of 1945; permission for insurance companies to invest in real estate and housing, under the Insurance Act Amendment of 1947; control of subdivision plans in growing suburban communities by Allegheny County's Planning Commission; permission for Allegheny County to build incinerators and other disposal facilities for use of the county's 129 municipalities; organization of the Allegheny County Sanitary Authority to purify rivers under the Municipal Authorities Act of 1945; establishment of a city Parks and Recreation Department, emphasizing the importance of public recreation; enabling the county government to create a Transit and Traffic Commission to study mass transportation; permission for Pittsburgh to establish a Public Parking Authority to construct and operate parking facilities for the people; the speeding of the Penn-Lincoln Parkway, as government is freed from the burden of consequential damages in building express roads in Pittsburgh; the earmarking in 1946 of the People's Bond Issue of $6,000,000 for county aviation improvements; survey under a grant of $100,000, under an Act of 1945, for a river-rail-truck terminal for the Port of Pittsburgh; permission for Pittsburgh and its suburbs to broaden their tax base beyond real estate tax levies.

This is a broad program projected on sound lines; but the Allegheny Conference maintains that financial planning has gone hand-in-hand with physical planning, that county and city debt has been reduced drastically since 1940; that new expenditures are planned as wise investments to maintain a progressive and solvent community.

Park H. Martin, who is Executive Director of the Allegheny Conference, has participated in the programs of the Citizens Conferences on Planning.

The Case for Regional Planning, with special reference to New England, a bound book of 94 pages in a 9 x 12 format, comes from the Yale University Press, prepared by the Directive Committee on Regional Planning of Yale University. Myres S. McDougal and Maurice E. H. Rotival acted as chairmen, serving with George A. Dudley, Ashbel G. Gulliver, Everett V. Meeks, Roscoe H. Suttie and Charles R. Walker. "The principal purpose of the document is to emphasize the need for regional planning, both in New England and throughout the country, and to suggest the outlines of an administrative organization which will permit the pooling of all the powers and resources necessary to effective regional planning, without an overconcentration of power in the Federal Government or a dampening of local and private initiative."

Regional planning has been the subject of many books and pamphlets and there seems to be a fair degree of agree-

ment on the desirability of making regional plans. But the sixty-four dollar question comes when an effort is made to draw boundary lines of regions. In Chapter 3, the authors ask "What is a Region?" The answer is philosophical rather than practical. "In the end," they say, "the fact must be faced . . . that a regional community, whether larger or smaller—is neither wholly organism nor wholly precision machine; it is in all its complexity *sui generis*, and must be studied, planned for, and administered as such. What is required for its identification and best development is both an intelligent application . . . of what we already know about the interdependence of man's physical environment, his institutions, and his achievement of his values and, further, a continuous and systematic effort to extend the boundaries of that knowledge."

At the forty-ninth Annual Meeting of the *American Society of Landscape Architects*, held in Pittsburgh, May 3–5, the landscape architects heard about the Progress of Planning in the Pittsburgh Region, listened to E. D. Hollingshead, Manager of Real Estate for the Carnegie-Illinois Steel Corporation who spoke on Land Planning for Industry; to Joseph Barnett, Chief, Urban Road Division, Public Roads Administration, who spoke on Relation of Interstate and Arterial Routes to Urban Development; and to A. M. Husted, Director-Secretary of the Hamilton County (Ohio) Park District, who spoke on Trends in Urban Park Development and Operation. The Annual Dinner was highlighted by Fred Bigger, Chairman of the Pittsburgh City Planning Commission, who presented an interesting paper on Skills in Planning, and Charles M. Stotz who drew on his extensive knowledge of local history to present a significant paper on The Contribution of Western Pennsylvania to Landscape Architecture. A lunch and afternoon session were held at the Longvue Country Club.

The President's Quetico-Superior Committee, consisting of Charles S. Kelly, Ernest C. Oberholtzer, Dr. Olaus J. Murie, Jay H. Price and William Zimmerman, has just issued a striking folder on *An International Peace Memorial Forest in the Quetico-Superior Country*, outlining the history and location of the area and presenting a program for action. A map shows how the wilderness lands lie athwart the Minnesota-Ontario boundary, extending westward for nearly two hundred miles from Lake Superior. "The United States portion of the Quetico-Superior area contains most of the Superior National Forest, parts of several Minnesota state forests, and the Grand Portage Indian Reservation. On publicly owned lands within those areas the objectives of the program of preservation are being observed in current management. Lake levels are protected by statute, shoreline timber is being preserved, and good forest practices are being followed in timber cutting. One million acres of the Superior have been set aside as a roadless area, within which the government sanction of permanent roads is withheld and upon about one-third of which commercial cutting of Federal timber is prohibited.

"Approximately two-thirds of the Quetico-Superior region lies north of the border, where the wild land is already in public ownership. However, the public policies of management for the preservation of wilderness values are not as completely developed there as in the United States. Except for Quetico Provincial Park, of roughly one million acres, no reservations or zones have been established. . . . Fortunately, the character of the ownership plus the absence of some of the pressures that have long been present in the United States permits Canadian administration a relatively free hand in zoning and other protective measures."

The proposal is to establish the Quetico-Superior International Peace Memorial Forest, to be administered by an International Joint Commission. This means acquiring the privately owned lands on the United States side and establishing sound policies for the entire area.

IN MEMORIAM

ABBY GREENE ALDRICH ROCKEFELLER

1875 - 1948

The death of Mrs. John D. Rockefeller, Jr., in New York on April fifth has a special poignancy for all members of the American Planning and Civic Association, who will never forget her warm-hearted support of one of its most important activities, the roadside protection movement.

Mrs. Rockefeller's love for the natural scenery of the United States influenced her actions most of her life, and it led to numberless public benefits. Her dismay over the desecration of the approach roads to the Grand Teton Mountains helped to bring one such benefit, the preservation of beautiful Jackson Hole. A little later she offered prizes through the Art Center of New York for the best types of roadside stands, and these competitions resulted in a new public awareness of roadside needs.

Mrs. Rockefeller then gave a substantial sum of money over a period of years to the American Planning and Civic Assocation to finance research by Flavel Shurtleff, Association counsel, in order that the legal aspects of roadside improvement might be thoroughly understood. Mr. Shurtleff studied existing laws and practices in the various States, and the Association printed a series of progress reports presenting his findings and suggesting possibilities for improvement. It can be said that these studies did much to bring about the extension of parkways and accelerate acceptance of the idea of freeways. As a result of Mrs. Rockefeller's generosity, public opinion has been alerted, and state legislation has been and is being formulated for highway protective areas, regulation of outdoor advertising, and the development and protection of limited access highways.

During the war, of course, little could be done of this nature. While our efforts slackened, progress was made toward unregulated exploitation of private lands along the rights-of-way. What finer monument to Mrs. Rockefeller could we erect than that involved in a renewal of our devotion to the principles she sponsored over the years between 1935 and 1941? She foresaw nationwide acceptance of planning and zoning. She foresaw American citizens traveling the highways of their nation with pride, enjoying a countryside free of blatant signs, disreputable shacks, unkempt tourist camps, automobile junk heaps, and all other blights to the rural scene. Let all of us in the American Planning and Civic Association, in the warmth of our appreciation of Mrs. Rockefeller's interest and achievement, take up where she left off.

HORACE M. ALBRIGHT New York, N. Y.

CLINTON ROGERS WOODRUFF
1868 - 1948

The death of Mr. Woodruff marks the passing of one of the leading founders of the former American Civic Association, now the American Planning and Civic Association. Mr. Woodruff served the ACA as Vice-President, Secretary and Treasurer, and had been President of the American Park and Outdoor Art Association which consolidated with the American League for Civic Improvement in 1904 to become the American Civic Association. Mr. Woodruff served as 1st Vice-President from 1904 to 1919 and as treasurer from 1920 to 1924.

A civic leader in his native Philadelphia, Mr. Woodruff participated in numerous civic improvement movements and was especially active in the promotion and erection of the first monumental building on the Philadelphia Parkway. He rendered distinguished service in promoting general civic improvement and was affiliated with most of the notable civic organizations.

On the national level, he served as secretary of the National Municipal League from 1894 to 1920, and honorary secretary since that time. He was editor of the National Municipal League Series and a contributor to many journals on civic subjects.

Mr. Woodruff was a graduate in law from the University of Pennsylvania and served two terms in the Pennsylvania Legislature.

His death occurred on January 24 at his home in Philadelphia.

DONALD B. TRESIDDER
1894 - 1948

Dr. Donald B. Tresidder's sudden death occurred in New York City on January 28, 1948 in his 53d year. An active member of the American Planning and Civic Association for years, Dr. Tresidder's participation stemmed from his great interest in conservation. Since 1925, he had been president of the Yosemite Park and Curry Co., a commercial enterprise operating hotels and other vacationing facilities in Yosemite National Park. His widow was the former Mary Curry, daughter of Mr. and Mrs. David Curry, founders of Camp Curry in Yosemite Park.

A native of Indiana, Dr. Tresidder received his A. B. from the University of Chicago and his M. D. from Stanford University. He became a trustee of Stanford in 1932 and was named president of the board in 1942. In 1943 he became president of the University, succeeding Dr. Ray Lyman Wilbur.

HENRY JANSSEN
1866 - 1948

We note with great regret the passing of long term members of the Association. Mr. Henry Janssen had been a sustaining member since 1915 and during that period had maintained an active interest in

civic improvement which took effective expression in the civic development of Wyomissing, the seat of the Textile Machine Works of which Mr. Janssen was president for many years. On the occasion of the fiftieth anniversary of the establishment of the firm of Thun and Janssen at Wyomissing, a special book was issued to commemorate the spirit of cooperation which existed during this period between the Borough of Wyomissing and the industries of the town. The beauty of the town is a tribute to the public spirited citizens who stood behind the development of this community.

Born in Germany, Mr. Janssen came to the United States in 1888 and became a naturalized citizen in 1895. He was the president of many industries and affiliated with various philanthropic activities through the Henry Janssen Foundation.

His death occurred on January 28, 1948.

WARREN POWERS LAIRD
1861 - 1948

The death of Professor Warren Laird, whose membership in the American Planning and Civic Association covered a period of over thirty years, occurred on February 18, 1948.

I came to know Warren Powers Laird because I successfully induced him to accept membership on the Pennsylvania State Art Commission, in which he remained, independent of changes of administration, until he retired because his failing health had made attendance upon meetings impracticable.

During the years of our mutual service I came to know very well a man who set up ideals of public service much higher than those usually held. As he worked with me and his associates in the sometimes very difficult affairs of the State Art Commission, he was always extraordinarily efficient. His knowledge of what architecture means as a living art was profound, and he saw quickly and clearly through subterfuges whether they were artistic or political. He was not a crusader, but somehow under his gentle persuasions the right thing usually happened with respect to any matter in which he participated.

Dr. Laird had one extraordinary quality. In the business of supervising what was spent for buildings in Pennsylvania in all parts of the Commonwealth, outside the cities of Philadelphia, Pittsburgh and Scranton, there were hard jobs to do. It came about, therefore, that Dr. Laird was the man who took the hard jobs, and it was one of the astonishing things that he was able to stop a bad thing in perfect good humor. More than once the conclusions reached on such occasions were diverse from those applied for, but the hard, sharp, rough "N-O" never happened.

When this particular qualification is noted there should be added the prevalence he was able to maintain of the highest ideals, so that the public was not only well served but comfortably served.

J. HORACE McFARLAND Harrisburg, Pa.

Book Reviews

ACROSS THE WIDE MISSOURI. By Bernard DeVoto. Illustrated with paintings by Alfred Jacob Miller, Charles Bodmer and George Catlin, with an account of the discovery of the Miller Collection by Mae Reed Porter. Houghton Mifflin Co. $10.

Bernard DeVoto, in *Across the Wide Missouri*, has managed in an account running to more than 400 pages to bring to life the mountain men who journeyed from Saint Louis westward during the 1830's. Historic names—Nathaniel Wyet, the brothers Sublette, Captain Bonneville, Lucien Fontenelle, Maximillian, Captain William Drummond Stewart, Kenneth McKenzie, Pierre Chauteau, Dr. John McLaughlin, Jim Bridger, Joe Meek—these men live and breathe in their adventures carrying the reader from chapter to chapter with a driving suspense, punctuated by "hindsight" comments made possible by the knowledge of what comes after. Mr. DeVoto traces great historic trends. One is astonished that so much history could be made by so few human beings. But if it had not been for these intrepid trappers and voyageurs, their ruthless rivalry and the finger of Fate, perhaps the United States today, in spite of the Lewis and Clark expedition of a generation earlier, would not include the great Oregon country.

By 1830 Spain and France were out of the running. Great Britain and the United States were the avid contenders—Great Britain through the famous and tightly-organized Hudson's Bay Company, and the United States more casually through its rough but astute mountain men, its pioneer scientists and its enterprising missionaries all engaged in the fur trade. A vast area of three-quarters of a million square miles was, in the five years from 1833–1838, made ready by these John the Baptists for the covered wagon migrations which finally secured the northwest territory for the United States.

Mr. DeVoto writes as a sympathetic historian not partial to the Indian tribes. He presents them as they were, drawing his conclusions from an abundance of first-hand testimony which he has studied and evaluated.

There is the epic movement of history but there is also the intimate daily life of the trappers and the Indian tribes in their winter lodgings and on the prowl. The Blackfeet, the Flatheads, the Nez Perces and the countless other tribes are pictured in words and paintings. We even come to know the buffalo, the grizzly bears, the beaver and the Indian horses.

The book would stand on its own excellent writing if there were nothing in it but the printed word but it is immensely enriched by 96 pages of pictures—32 in color—reproduced from a priceless collection of contemporary paintings by Alfred Jacob Miller, discovered by Mae Reed Porter in 1935 and supplemented by paintings of Charles Bodmer and George Catlin. Of great artistic and historic significance, these pictures bring to life the dramatis personae against the

great backdrop of the West as it was more than a century ago.

No student of American history, no lover of the magnificent West, can afford to pass over Mr. DeVoto's book.

MARIA, THE POTTER OF SAN ILDEFONSO. By Alice Marriott. University of Oklahoma Press. 294 pages. $3.75.

The tour of the Southwestern Monuments conducted in 1939 by the American Planning and Civic Association after a National Park Conference in Santa Fe, led the caravan to San Ildefonso and there they made the acquaintance of Maria Montoya Martinez, an Indian born in the San Ildefonso pueblo about 1881, whose pottery has become famous.

And now we have a book which tells the story of Maria and her art. It is said that as a child Maria made playhouse pottery for her Indian corn and squirrel dolls. Maria went to school in Santa Fe, learned fine sewing, and married Julian Martinez, who worked one summer for a group of archeologists digging in the abandoned village at Puye. One of the archeologists asked Maria if, using the ancient polishing stones found in the ruins, she could reproduce an antique decorated pot of which fragments had been found in the ruins. That winter Maria reproduced the ancestral pot. Julian made the decorations on her clay and superintended the firing. By chance some of the discarded black pots came to public notice and commanded attention. Julian added incised designs.

Then Maria began to make money. Julian visited the world's fairs at St. Louis and San Francisco and then died. But all of these years Maria has continued to make beautiful pottery which finds a ready sale and is to be found in the homes of travelers and collectors all over the country.

The book is illustrated by Margaret Lefranc with line drawings of Maria and San Ildefonso, where Maria's art has made a pueblo prosperous.

Recent Publications

Compiled by MARGARET H. BEALE, Assistant Librarian in Charge of Planning, Rotch Library, School of Architecture and Planning, M. I. T.

AMERICAN MUNICIPAL ASSOCIATION. Tax delinquent vacant land. Chicago, Ill., American Municipal Association, 1947. 3+18 pages. Tables, forms. Price $1.00

A summary of the survey, made by the American Municipal Association, to ascertain the volume of urban tax-delinquent vacant land available now (or in the future through the possible process of foreclosure and sale) for use as housing sites. The information on statutory procedure handicapping local governments in acquiring title to tax-delinquent lands points up the need for uniform and less cumbersome legislation by the various states.

AMERICAN SOCIETY OF PLANNING OFFICIALS. Planning, 1947. Chicago, Ill., American Society of Planning Officials, 1947. 192 pages. $3.00.

The proceedings of the annual meeting of the A.S.P.O., held in Cincinnati from May 5–9, 1947, include discussions of what young planners want; planning metropolitan Cincinnati; community participation in planning; planning techniques and standards; metropolitan and regional planning; and, urban redevelopment in Detroit and Indianapolis.

BUSINESS'S CONFERENCE ON URBAN PROBLEMS, WASHINGTON, D. C., Sept. 11 and 12, 1947. Your city is your business. . . Washington, D. C., Chamber of Commerce of the United States [1947]. 223 pages. Price $1.00.

The papers and discussions reproduced in this report of the Conference proceedings cover (1) Relations of city planning to community development, (2) Traffic congestion, (3) Off-street parking, (4) Rebuilding blighted areas.

DICKINSON, ROBERT E. City region and regionalism, a geographical contribution to human ecology. London, K. Paul, Trench, Trubner & Co., [1947] 327 pages. Illus. maps. Price 21 shillings.

Although not directly concerned with planning, this study of the existing geographical structure of society deals with the city as the center of regional integration. The book falls into four parts (1) The functions and distribution of towns as regional centers, (2) The physical and socio-economic structure of the large urban agglomeration, (3) The regional functions and limits of the great city and the character and extent of its hinterland, (4) The idea of the region as a major division of the state.

KNEIER, CHARLES M. City government in the United States. Rev. ed. New York, Harper [c1947] 727 pages. Price $4.50.

A revised edition of the book first published in 1934. Good textbook treatment of the subject with valuable suggested readings at the end of each chapter.

LOCK, MAX. Reconstruction in the Netherlands. . . . [London] Jason press [1947] 16 pages. Illus. maps. Price 2s. 6d.

In September 1946 members of the Town Planning Institute visited Holland and discussed with leading planners and technicians the problems of reconstruction. Mr. Lock has given a concise but illuminating account of the problems being met by Holland's Reconstruction and Housing authorities. The pamphlet is well illustrated with maps and photographs.

NATIONAL PUBLIC HOUSING CONFERENCE. A housing program for now and later. Washington, D. C., National Public Housing Conference, 1948. 60 pages. Price 25 cents.

A Joint Committee of the National Association of Housing Officials and the National Public Housing Conference, under the Chairmanship of Catherine Bauer, has produced a comprehensive and straightforward estimate of the housing situation and what can be done about it. The pamphlet's substance plus complete readability makes it a "must" for those interested in housing—as who is not, these days.

PLANNING AND CONSTRUCTION, 1948. New York and London, Todd Reference Books, Ltd., 1948. 471 pages. Illus. Price $6.25.

The first three sections of this comprehensive reference book on planning and construction in Great Britain during 1947 include papers by Professor W. G. Holford on Concentration and Dispersal; by Isabella Williams on Careers in professions associated with planning; and, a summary of planning legislation and policy. These are followed by directories and statements of government bodies and private organizations, and of committees and authorities of interest in planning and construction. Books, periodicals, films, libraries, and information services are listed and a Who's Who in planning and construction is included.

RENNE, R. Land economics; principles, problems, and policies in utilizing land resources. New York, Harper [1947] 736 pages. Illus. maps. Price $5.00.

Land use is one of the urgent problems facing the world today. Dr. Renne's comprehensive study presents the background and basic factors involved in land economics; a discussion of major land uses; and, an analysis of effective policies and programs for the solution of land use problems.

RICHMOND, VA. CITY PLANNING COMMISSION. Manual of the Richmond city plan. Richmond, Va., City Planning Commission, 1947. 32 pages. Plates, maps, charts. Free.

This manual, for use in the teaching of city planning to school children, is a simply stated presentation of basic planning principles. It includes questions and suggested activities for class participation.

U. S. CONGRESS. JOINT COMMITTEE ON HOUSING. High cost of housing; report of a Subcommittee of the Joint Committee on Housing, Congress of the United States, pursuant to H. Con. Res. 104, 80th Congress. Washington, D. C., Government Printing Office, 1948. 185 pages.

Senator Flanders has submitted a detailed study on cost factors and cost reduction in housing. The report deals with such phases of the question as land development, materials, labor, operation

and maintenance costs, financing and profits, building code restrictions, trade restraints, cost reduction techniques, prefabrication, and large scale site operations.

U. S. Office of Housing Economics. Housing statistics handbook. Washington, D. C., Government Printing Office, 1948. 170 pages. Charts, tables. Price $1.00.

"This volume presents an inventory of existing housing statistics drawn from both government and private agencies. Its purpose is to identify each major statistical series, defining scope and limitations with brief explanations as to techniques of their constructions."

Willbern, York. Cities and riverfront lands. University, Alabama, Bureau of Public Administration, University of Alabama, 1947. 61 pages.

The development and use of riverfront properties for commercial or industrial purposes is of great importance to cities located on or near bodies of water. This excellent pamphlet discusses uses of riverfront land and its planning; the promotion of better riverfront development; special factors involved in riverfront development, and administrative machinery for the development and operation of such an area.

Planning Reports

Brookline, Mass. Planning Board. Annual report on long range planning. Brookline, Mass., Planning Board, 1947. 24 pages. Charts, tables.

Buffalo, N. Y. City Planning Association. Annual report, 1947. Buffalo, N. Y., City Planning Association, 1947. [12] pages. Illus.

Chicago, Ill. Housing Authority. Report, 1946–1947. Chicago, Ill., Housing Authority, 1947. 45+13 pages. Illus. maps, tables.

Cincinnati, Ohio. City Planning Commission. Motorways. Cincinnati, Ohio, City Planning Commission, 1947. 196 pages. Illus. plans, maps, tables, diagrs. Price $1.00.

Cincinnati, Ohio. City Planning Commission. Parking; a study of present and future needs in downtown Cincinnati. Cincinnati, Ohio, City Planning Commission, 1947. 97 pages. Illus. plans, tables, maps, diagrs. Price $1.00.

Lochner, H. W. & Company. Highway and transportation plan, Chattanooga, Tennessee; prepared for the Department of Highway and Public Works, state of Tennessee, and the Public Roads Administration, Federal Works Agency. Chicago, Ill., H. W. Lochner & Company, 1948. 44 pages. Illus. maps, plans, diagrs.

Lochner, H. W. & Company. Street and highway plan for Macon, Georgia; prepared for the State Highway Department of Georgia and the Public Roads Administration, Federal Works Agency. Chicago, Ill., H. W. Lochner & Company 1947. 33 pages. Illus. maps, plans, diagrs.

Massachusetts. Joint Board for the Metropolitan Master Highway Plan. The master highway plan for the Boston metropolitan area . . . based upon a traffic survey by the Department of Public Works, Public Roads Administration, Federal Works Agency participating. . . . [Boston] 1948. 124 pages. Illus. maps, plans, tables.

Oakland, Cal. City Planning Commission. The Oakland civic center and Lake Merritt improvement. A unit of the Oakland master plan. [Oakland, Cal.] City Planning Commission [1947] 75 pages. Plates, maps, plans, tables.

Philadelphia, Pa. Bureau of Municipal Research 1947. 39 pages. Illus. tables.

Tennessee. State Planning Commission. Sanitary service charges in Tennessee, 1947. [Nashville, Tenn.] State Planning Commission [1948] 82 pages. Tables.

NATIONAL PARK CONCESSIONS

Report of the Concessions Advisory Group to the Secretary of the Interior, is an excellent report which has recently been issued. Copies are available on application to A P C A, 901 Union Trust Building, Washington 5, D. C.

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Planning Progress Abroad Reflected in European Journals

The Planning Review for 1947 presented in the January–March issue of this quarterly covered activities in the United States. No less interesting and important are the planning developments in Great Britain and countries of Europe.

GREAT BRITAIN

The planning for the City of London, that ancient square mile in the center of Greater London, has progressed to the point where the Final Report on the reconstruction has been published. This report is the work of the Joint Consultants, C. H. Holden and W. G. Holford. April 1949 is fixed as the earliest tentative building date for normal commercial building. In an excellent review of the Final Report by W. R. Davidge, in the Jan.–Feb. *Journal of the Town Planning Institute*, he points out the plan for the City must be considered as part of the plan for London and not as a separate entity.

The economic crisis which has developed the general program of austerity for all of the British Nation raises the question: How will it affect town and country planning? The general opinion to be gleaned from the British planning magazines is that land planning will hold its place if it is considered a necessity or an economy, but will lose its place if it is regarded as a luxury. Naturally, the planners believe that planning is not a luxury, but is "the application of forethought to human activity." Important questions are the extent to which the redevelopment of war-damaged and slum areas is to be deferred or slowed down and what is to be the future of the new towns. In a speech at Welwyn Garden City last November, Mr. Silkin of the Ministry of Town and Country Planning made the statement that the new towns* are to go forward despite the crisis. Mr. F. J. Osborn who returned to England from a tour of the United States and Canada has written that the new towns are an essential part of the city reconstruction program and he says that England must rebuild the bombed and obsolete areas at high density, or build houses in new suburbs, or build the new towns. Arguing for the building of the new towns, Mr. Osborn points out that building at high density in central areas or building new suburbs on the fringes offers no economy in man-power and materials

* See Planning and Civic Comment, January-March, 1948, p. 50, for a full account by G. Holmes Perkins, of Harvard University, on "New Towns for Britain."

as compared to building new towns. He believes that if the entirely new towns have to proceed somewhat less rapidly during the emergency period, there is all the more reason to speed up the new towns that already possess a nucleus of development. Welwyn for instance would be capable of absorbing another 20,000 people.

Aycliffe and Easington, which are closely linked with the export drive and coal production, give every indication of moving quickly. Stevenage, Crawley, Hemel Hempstead, Harlow and Hatfield are to go ahead with the provision of services, but must wait for building operations until 1949. Articles on these individual towns have appeared in the various British planning magazines with detailed explanations of their general plans.

Three bodies in *Scotland* are interested in planning: the Town Planning Institute (Scottish Branch) the Scottish National Housing and Town Planning Council and the Town and Country Planning Association (Scottish Branch). These associations cooperated in an exhibition, "Enterprise Scotland, 1947" during the past year which included a section devoted to planning. A new conception of planning, with particular reference to recent legislation, new towns and the social and industrial aspects of planning were discussed at a congress held in conjunction with the exhibition.

Scotland has a new town in East Kilbride, which has been chosen as the site by the Government for the new Mechanical Engineering Research Station, with sub stations. This will give the development a good start.

Australia is becoming increasingly aware of the need to plan and redevelop her towns and countryside. An Australian Town and County Planning Association has existed for thirty years and many other planning bodies have grown up recently. In April 1945 the New South Wales Parliament passed new radical town and country planning legislation which is the most advanced of its kind passed in Australia. The measure took the form of an amendment to the Local Government Act, providing for town and country planning schemes to be prepared by Municipal and Shire Councils assisted by expert qualified planners. Wide powers were given to the Council to carry out the plans. Set in motion was a special long-range plan to redevelop Sydney and its environs taking in the whole of the county of Cumberland in which more than 1,600,000 people live.

Reports from *South Africa* emphasize the housing situation. There is a tremendous demand for accommodation by the thousands of immigrants who are continually pouring into this country. Cape Town is the Mecca for new settlers. In a paper read before the Town Planning Institute of South Africa at Johannesburg, Major J. C. Collings, the Director of Housing, stated that in his opinion South Africa would have to depart to some extent from the "bungalow habit." In view of the prevailing high costs of land and building works, more economical forms of building such as flatted houses, maisonettes, and houses in terraces would have to be adopted. It was pointed out that the erection of such types of houses

would necessitate a new outlook in estate planning. Objectionable developments could be precluded by regulating the density of building and the space about houses.

In *Canada*, planning has had a tremendous impetus in the last few years. Ottawa with its master-plan for future development is taking the lead. Prime designer of this plan is Jacques Greber, noted French city planner, who has been retained as consultant-in-chief to Ottawa's National Capital Planning Service. This plan will encompass some 900 square miles of the Ottawa area. M. Greber designed the great Confederation Square leading to the Parliament Building in Ottawa. The plan for Ottawa will be completed early in 1949. Toronto, Montreal, Winnipeg, and Vancouver, are facing the challenge of community development. In October of 1947, a National Conference on Community Planning was held at Montreal under the auspices of the Community Planning Association of Canada with three hundred in attendance.

Canada, as well as Britain, is concerned with the problem of wholly new towns. Deep River, Ontario, is a new town in a new area, built in a hurry to accommodate the research and operational staffs of the Canadian Government's nuclear fission establishment. A detailed account of this town is published in the March 1948 issue of *Layout for Living*, the publication of the Community Planning Association of Canada.

As many of the planning magazines of Great Britain were suspended during the war years, a list is included here to indicate current, leading planning publications.

The Town Planning Institute,
18 Ashley Place,
London, S. W. 1
publishes: JOURNAL OF THE TOWN PLANNING INSTITUTE (Bi-Monthly)

Town and Country Planning Association,
28 King Street, Covent Garden,
London, W. C. 2
publishes: TOWN AND COUNTRY PLANNING (Quarterly)

International Federation for Housing and Town Planning,
13 Suffolk Street,
London, S. W. 1.
publishes: NEWS SHEET (Monthly)

Department of Civic Design,
University of Liverpool,
Liverpool
publishes: TOWN PLANNING REVIEW (Quarterly)

National Housing and Town Planning Council,
42 Devonshire Street,
London, W. 1,
publishes: NEWS-BULLETIN (Bi-monthly)

Association for Planning and Regional Reconstruction,
34 Gordon Square
London, W. C. 1
publishes: INFORMATION BULLETIN (Bi-monthly)

POLAND

A recent article in the Journal of The American Institute of Architects on Town Planning in Poland by Hermann H. Field, Director of Building Plans for Cleveland College, Western Reserve University, reveals that in Poland exists one of the most baffling reconstruction assignments ever faced by any group of professional men. The author worked in Poland during 1939 and was caught in the German invasion. He saw the destruction on an inconceivable scale which provided the long list of devastated cities which are now undergoing rehabilitation: Warsaw, Gydnia, Gdnask, Wroclaw, Szczecin—all of

Poland's major cities, with the exception of Krakow and Lodz, both of which escaped with only minor damage. Warsaw is at the head of the list, both because of the magnitude of destruction—80 percent of the main city area either reduced to rubble or surviving only as gutted building shells—and because it has become a symbol of Poland's will to survive.

"During the past two years," writes the author, "an amazing amount has been done in rehabilitating the major cities. . . . The restoration of the villages which form the backbone of her predominantly agricultural economy, is a second problem. . . . This has led to a unique program of village replanning, involving a restudy of the village layouts and more rational land use. Near Warsaw, I visited an experimental village called Piaseczno, where a variety of materials and construction systems had been used in the different buildings.

"The extensive changes in frontiers affect physical planning in Poland. . . . The migrations of settlers are always in danger of running ahead of the planning. . . . There are two pillars of Poland's rapid recovery. In the economic sphere it takes the form of the 3-year National Economic Plan; in the environmental sphere the laws and procedures are established by the 'Planned Physical Development of the Country Act of April 1946,' a parallel to England's Town and Country Planning Act with much wider scope."

This article may be read in its entirety with profit and is to be found in the January 1948 issue of the Journal.

SWEDEN

Quoting from an article by F. J. Osborn which recounted his planning tour under the auspices of Gothenburg's Planning Director, Tage William-Olsson, one notes that of the six and three-quarter millions of people in Sweden, about one half live in towns over 5,000; 830,000 in Greater Stockholm and nearly 350,000 in Greater Gothenburg. Serious housing and planning problems confront Stockholm, which expects its population to rise to a million in 1960. Ninety percent of the citizens in the municipal boundaries live in flats; half the dwellings have not more than one room and kitchen, or two rooms without kitchen. Another quarter have two rooms and kitchen. Densities in the inner city are high and the long-term plan proposes to move between 150,000 and 200,000 to the suburbs. High land values are a great obstacle. Though the average Swede does not detest the flat as a family dwelling, the evidence is that most of the young families would prefer one-family houses.

Mr. Osborn mentions Sweden's small towns, especially one small industrial town in mid-Sweden—Sandviken, founded by a famous iron-works company in the 1860's. Its open layout and skilfull control of development under unified ownership should give this town, he thinks, a place in planning history, since it preceded Port Sunlight and Bourneville. The company provided a notably enlightened policy in providing community buildings, pub-

lic services, and housing for workers and executives.

A new Swedish Association for Planning, has been formed which issues a quarterly journal, PLAN. A brief one-page summary in English tells what each article is about. Its governing body represents agriculturalists, architects, economists, engineers, industrialists, sociologists, statisticians, surveyors, and governmental and local authorities. This magazine is available to subscribers, from the address: Luntmakaregatan 25, Stockholm.

SWITZERLAND

Mr. T. Alwyn Lloyd, Chairman of the National Housing and Town Planning Council 1932–34, has written a fine account of Post-war Planning and Building in Switzerland in the February–March, 1948 issue of the Council's NEWS-BULLETIN. With reference to Geneva, Mr. Lloyd points out that this has been called the City of Parks, and it possesses a remarkable array of them. Along the lakeside frontage and inland, the policy has been to add to the public spaces over the years; many of them, with their mansions and fine gardens were gifts to the city from patrician families. The new buildings and housing estates in and around the city repaid careful study.

"Everywhere," writes Mr. Lloyd, "we were much impressed by the strength of Communal and Cantonal, as contrasted with Central Government. Town planning, as well as housing, and even such services as education and public health are there the prerogatives of the Canton. There is no general planning law for the whole Republic, as conditions vary from one Canton to another. The larger towns, or Communes, have wide powers on the legislative side and in public administration. Much planning control is exercised through building laws and regulations; in some places local statutes enable more comprehensive town planning powers to be operated."

The writer tells of a day spent at the agreeable resort town of Bad Ragaz, where the architects from the Canton met his party and explained their local planning problems. Difficulties of regional, as compared with national planning codes, were emphasized and it was learned that the planner besides his technical qualifications had to be a good exponent of his ideas and able to communicate them to the interests concerned, as well as to convert the general public. In Zurich, great care is taken to preserve the many amenities; building regulations and other powers provide strict control to prevent ruthless sacrifice of the old to the new needs of the city. In the picturesque narrow streets, traffic is restricted and architectural harmony is ensured by vigilant planning. At Berne, great care is taken to preserve the famed character of the town, noted for its old arcaded streets and here the authorities regulate architectural design, as to style, materials, colors of paint, and shop signs used. A subsidy can be claimed up to 10 percent of additional costs incurred to comply with conditions laid down for rebuilding in the ancient parts of the city. Town planning at Basle has its

problems, especially as the city's boundaries are co-terminous with those of Switzerland, and France and Germany immediately adjoin.

HOLLAND

The Dutch have peculiar building problems, as the low-lying country and the resulting marshy land make it difficult to build tall blocks of apartments. At the same time, the *Netherlands*, with its small area, cannot allow too many one-family houses to fill the ever-widening suburban developments because the Nation must preserve its agricultural area and protect it against being overrun by the cities. So the Dutch accept a higher density of dwellings to the acre than other European countries.

The Housing Act regulates the systematic extension of cities and towns of 10,000 population and over and of all communities that have increased by more than one-fifth in any period of five years. Each community is compelled to draw up an extension plan that must be approved by the provincial council and must be revised every ten years. While this regulation was at first a project for laying out streets and for the acquisition of building sites, it later became an instrument to prevent undesirable building and to add various measures for safeguarding the public health. The wide destruction of so many cities, during the final phase of the war, was seized everywhere to erase mistakes of the past and to apply modern conceptions with regard to city and town planning.

Amsterdam escaped the devastation which was the lot of both Rotterdam and The Hague, the two next largest cities of Holland. Amsterdam's escape from large-scale ruin did not prevent the city from proceeding with a reconstruction and extension plan that had been started before the war. In all the municipalities the reconstruction plans are in an advanced stage. In many cases, plans have been approved by the municipal authorities and have been displayed before enthusiastic citizens in special exhibits. For hundreds of projects, plans have been submitted for government approval. In most of the destroyed cities, a complete overhauling of zoning ordinances and reparcelling is necessary because of the modern concept that both streets and houses require more space.

The Netherlands Information Bureau in New York, which is an agent of the Royal Netherlands Government issues a *News Letter*. A full account of the house building program in Holland, tenant management, and planning the future, is to be found in the December 1, 1947 issue. This issue is well illustrated showing housing projects in the various cities and quite full details of the building plans.

NORWAY

The local planning authorities in Norway are the Board of Works and the Municipal Council. Schemes must pass through them to the County Governor and from him to the Ministry in Oslo to be confirmed. The State created a Reconstruction department in the Ministry of Supply and Reconstruction, a Central Planning Bureau, with recon-

struction and planning officers in the devastated towns and districts. Since the summer of 1945 old schemes were being revised and many new ones made.

The Central Planning Bureau accordingly has aimed at avoiding any technical preparation of plans and schemes and acts only as a consultant. Local self government in Norway is very strongly founded; any attempt to impose projects on it against its wish may develop into a political issue. Thus, the planning officer, who is usually a young architect, is left to manage things on the spot. He is in reality responsible to the Local Authority for the day to day work of dealing with different groups and individuals.

A report on town planning in Norway, by Erik Rolfsen in the March 1948 *News Sheet* of the International Federation for Housing and Town Planning, goes fully into details of the many problems which confront the planner in that country and provides much excellent material for those who are interested in Norwegian planning development.

YUGOSLAVIA

In the winter 1947–8 issue of *Town and Country Planning*, Joan Goldring, formerly on the editorial staff, has authored an article on "The New Belgrade" which gives a splendid picture of the proposed development of this capital city.

Before the war, Miss Goldring points out, Belgrade and its suburbs had a population of 300,000 and the housing shortage was acute. Now the population has increased 100,000 and is expected to continue increasing at a far higher rate than previously. One-third of Belgrade was badly damaged by the war. The municipal authorities have allocated 40 percent of their annual budget for building, which amounts to some $10,000,000. It is planned to open up a new site at the confluence of the Sava and Danube Rivers and on this site build a new center for the city. This area covers approximately 800,000 metres.

One of the ideas of interest to town planners in the new Belgrade is that of grouping occupations and industries in their own small communities. . . . The river frontage is to be improved. At present, there are railway lines along the riverbank and the general effect is sordid and displeasing. It is planned to change the sites of the railway station and goods yard, so that the banks of the Sava and the Danube may become green and refreshing promenades.

In her article, Miss Goldring has drawn on another article recently published in Yugosalvia by Mikola Dobrovitch, architect and Director of the Urbanistic Institute of Belgrade. For fuller details on the proposals for the new and greater Belgrade, the reader is referred to the complete article by Miss Goldring.

PALESTINE

Professor Alexander Klein, head of the Research Institute for Town Planning and Housing at the Hebrew Institute of Technology, Haifa, has set forth his ideas for a new town on the coastal plain of Palestine between Tel-Aviv and Haifa. In an article entitled, "Man and

Town" which appeared originally in the 1947 Yearbook of the American Technion Society, plans are set forth embodying a new concept of community living. The Jewish National Fund and private land development organizations are promoting the project, which was originally planned by Prof. Klein in 1944 for the Jewish National Fund. The name of the town is Wadi Faliq and the plan incorporates the principles of the centrifugal town system, with separate traffic systems for pedestrians and vehicles, fixed boundaries and predetermined size of population.

The ideas and methods which found practical expression in the design of this new town are the result of several decades of work by the author in the fields of town planning and housing in several European countries. They bear the interested examination of planners everywhere.

FRANCE

Writing on France, M. Gaston Bardet, Vice-President of the French Society of Town Planners, says that it is not easy to give an objective picture of current town-planning activity in that country. M. Bardet observes that the development of town planning in France has been affected by the bankruptcy of a disorganized system of controls superimposed from above and unsuitable to the solution of most local problems. At the International Exhibition of Reconstruction at Paris in 1947, France displayed a fine balance in the presentation of town rural planning. The material displayed showed an awareness of the need to relocate production and industry, now in the heart of the built-up areas, as a part of a new rural and regional structure.

M. Bardet says further that the general crisis reflected in the world-wide spiritual confusion, has been particularly apparent in France, but he thinks there is no cause for despair. He says it is now up to the cities and departments to borrow funds for their own reconstruction. The Amiens loan of 500 million francs was subscribed in a fortnight, that of Calvados likewise and the Moselle loan was covered three times over. He states that in 1948 there will be a resumption of home building, if not town planning.

Institute Meeting at Long Beach, Calif.

There will be a National Conference of the American Institute of Planners at Long Beach, California, September 16–19, 1948. This is the first national meeting since the amalgamation of the California Planners Institute and the American Institute of Planners.

Subjects to be discussed at the Institute meeting are: New towns policy; regional shopping centers; offstreet parking and loading zones; zoning; urban freeways; the planning profession's responsibility to the people; and planning in the Los Angeles Metropolitan Region. On Sunday, September 19, there will be an all-day field trip of the Los Angeles Region.

EDITORIAL COMMENT

Glacier View Dam and Congress

In consideration of the record of Congress on power developments in National Parks and the many declarations in existing laws concerning policies of protection for national parks, it seems strange that a project should have been developed and hearings held before the District Engineer at Kalispell on May 25 to impound waters within the boundaries of one of our most magnificent national parks.

In creating Glacier National Park, Congress took care to pledge protection under the Act of 1914 by which the United States accepted exclusive jurisdiction over the lands of the park "especially for the preservation from injury or spoilation of all timber, mineral deposits . . . natural curiosities or wonderful objects within said park, and for the protection of the animals and birds in the park from capture or destruction, and to prevent their being frightened or driven from the park."

At the time that act was passed there was no National Park Service. It was six years before the sentiment in the country crystalized behind Congress to establish the National Park Service, specifically charged with the duty of protecting the national parks from all extraneous encroachments.

It is true that, under local pressure, which has more than once threatened or limited sound national policies, the Glacier Park Act did contain a provision that the U. S. Reclamation Service might "enter upon and utilize for flowage or other purposes" any area needed for a Federal Reclamation project; but as land and water policies have become better understood in the United States, the Reclamation Service, with the approval of the Department of the Interior, has adopted a policy of refraining from construction of water storage facilities within the boundaries of national parks for reclamation purposes until it has been determined that such a structure is a social and economic necessity and that suitable sites to serve the same purpose outside the park boundaries do not exist. Indeed, the Reclamation Service has in fact during recent years refrained from entering national parks to make surveys.

But the practice of uniting power with reclamation projects, while it helps to stabilize the project economically, also brings it into the scope of the Corps of Engineers of the Army who make the surveys for the Federal Power Commission. However, one would suppose that the 1921 amendment to the 1920 Federal Power Act, under which national parks are exempt from power projects, would deter the Power Commission and the engineers from entering into national parks to make surveys for projects which would be illegal under existing law.

And yet detailed plans for the Glacier View Project have been developed and hearings were held on May 25 at Kalispell, Montana, before the District Engineer, as reported in the April-June PLANNING AND CIVIC COMMENT. The report of the District Engineer is not yet available, but it is not unreasonable to predict that he will recommend the project as part of a larger plan. It is to be hoped that public hearings will be scheduled in Washington before the Board of Engineers on Rivers and Harbors. This is the Board which reversed the recommendations of the District and Division Engineers on plans for power on the Potomac.

At the Kalispell hearings the National Park Service vigorously opposed the Glacier View Dam. A letter was placed in evidence from former Senator Burton K. Wheeler to express his determined opposition to the dam to the Secretary of the Interior, and the reply from the Department stated clearly that it objected to the proposal.

Nearly 20,000 acres of land in Glacier National Park would be flooded if the waters of the North Fork of the Flathead River were impounded and raised to the proposed 3,725 foot level. The construction of the dam, it is said, would destroy some 8,000 acres of virgin timber. The wildlife, which is one of the attractions of the western side of the park, would be seriously depleted and the wilderness character of the area would be destroyed.

The recent Columbia River floods have injected a new element into this project. The Corps of Engineers is responsible for flood control and claims are made that this project, announced originally for reclamation and power, would actually be a flood-control project. This is in spite of the fact that for flood control, reservoirs should be kept empty or low and for power they should be kept high. More fundamental causes of flood control are ignored. Perhaps the flood-control issue may inject a certain emotional appeal; but sober study of hard facts would certainly indicate a number of other more effective measures.

This invasion of Glacier National Park involves an area in itself important to preserve for the use and enjoyment of the people of the United States; but the encroachment, if authorized by Congress, would be in direct violation of policies developed over the years by succeeding sessions of Congress, and would create a precedent which might in the end mean the breaking up of the entire National Park System. Under any consistent theory of land and water uses, each area should be devoted to its highest use. Not all rivers should be claimed for reclamation and power—only those where reclamation and power are obviously the highest use and where such use does not conflict with national-park uses. With less than one percent of the area of the United States dedicated to national parks and monuments, surely Congress will consider it a sacred obligation to protect the National Park System from all incompatible uses. And if the Board of Rivers and Harbors finally makes an adverse report on the Glacier View Dam, the project will, in all probability, never be presented to Congress.

Uncle Sam's Federal Estate

Uncle Sam has quite an extensive Federal Estate. Some of it is income-producing property, such as the national forests. But the national parks and monuments produce no commercial crop. They are open to the public for their use and enjoyment. True enough, there is an entrance fee in some of the areas as a contribution to the building and maintaining of roads and the concessionaires pay into the Treasury of the U. S. certain fees for the privilege of building and operating hotels and lodges. But this amount is purposely kept low in order to give the public accommodations at as low a rate as is consistent with good service.

The National Park Service has only existed since 1917, following the enabling act of 1916 and it has thus survived two world wars and a major depression. But, in spite of handicaps, the number of visitors to the national parks and monuments, since World War II, has broken all previous records, and there is nothing to indicate that there will not be a steady increase in the number of visitors to these inspiring regions.

Now any landlord knows that one of the most defeating forms of economy is to permit any estate to deteriorate. This is no less true of the Federal Government. Expenditures for road and trai building and maintenance, for fire protection and ranger service, for protection of wildlife and wilderness conditions, are absolutely necessary if the national parks and monuments are not to suffer in ways which lead to the destruction of the very features for which they were created, and there will ultimately be a charge on the Federal Government out of all proportion to adequate annual maintenance.

All this is brought out in the Annual Report of the National Park Service contained in the Report of the Secretary of the Interior. Congress should not permit its capital investment in the national parks and monuments to decrease through a fancied economy in appropriations.

Public Lands Committee Report on National Forests

In August, the Public Lands Committee of the House of Representatives released a report recommending that the Federal Government should retain ownership of the national forests because of "their tremendous importance to the Nation as a whole." This should put a quietus to any hopes which the stockmen may have entertained that parts of the national forests might be transferred to the States or into private ownership. The other recommendations are couched in terms of programs of range improvement; but contain some provisions which might defeat these avowed ends. It is recommended that the national forest act be amended to make grazing, recreation

and wild life *basic uses* of national forest lands; that advisory boards on national forests be given legal status; that the policy of making cuts in grazing permits made upon change of ownership be discontinued; that the Forest Service, in addition to a program for range improvement, enable grazing permittees to "participate in and contribute to" an extended range improvement program. In view of the public criticism of the effectiveness of grazing regulations on the public domain, due to the *undue influence* of the local advisory boards, who can suppose that the grazing regulations in effect under the U. S. Forest Service, intended to conserve range cover, would not under such boards be relaxed to meet the demands of the stockmen?

The Report stresses the immediate needs for more meat rather than the long-range needs of the Nation for conservation of range cover though it does hold forth the promise of range improvement by means other than limitation of grazing permits.

The U. S. Forest Service, in the face of opposition and criticism by the stockmen, has steadily worked to improve the range by limitation of overgrazing, and while it has not been able in all cases to prevent range deterioration, it needs support of the public to maintain its conservation policies instead of intrenchment of the stockmen in advisory boards to high-pressure damaging use of our valuable range lands.

Strictly Personal

Hon. Owen J. Roberts has been appointed Dean of the Law School of the University of Pennsylvania, to succeed Earl G. Harrison, resigned. He will assume his new post on September 1. The APCA is honored to have Justice Roberts as a member of its Board of Directors.

Russell J. Hopley, President of Northwestern Bell Telephone Co., of Omaha, is serving as Director of Civil Defense Planning in the office of Secretary of National Defense. He is on a six-months' leave of absence. Mr. Hopley is Chairman of the Mayor's Planning Committee of Omaha.

Henry A. Bettman (no relation to the late Alfred Bettman) is the new Chairman of the Cincinnati City Planning Commission.

W. Phillip Shatts, formerly Executive Vice-President, Metropolitan Plan Association of St. Louis, will take over the presidency of the Association and will also serve as Secretary of the Missouri-Illinois Metropolitan Development Commission.

Dr. Jonathan Forman has been appointed to the newly created National Forest Board of Review. The setting up of this Board is an outgrowth of a proposal concerned primarily with the grazing situation in the national forests. Dr. Forman is a national officer of Friends of the Land.

Boris Shiskin, Secretary of the Housing Committee of the American Federation of Labor, has been appointed as one of the labor advisers to Economic Cooperation Administrator Paul Hoffman. Mr. Shiskin will be in Europe for a year on leave for the duties of his new office.

Coleman Woodbury has been named the director of a two-and-a-half year research project on problems of urban redevelopment, financed by the Spelman Fund.

Dr. Leo Grebler, former chief of the Housing Finance Section, National Housing Agency, has been appointed Research Professor in Urban Land Use and Housing at Columbia University, with appointment effective July 1.

Seth Gordon, nationally known executive director of the Pennsylvania Game Commission, retires at his own request on September 1 to devote full time to national conservation problems. One of his first tasks after retirement will be to conduct an independent survey of the fish and game resources and requirements of California for the Wildlife Conservation Board of that State. Mr. Gordon will be succeeded by Thomas D. Frye.

The formation on June 8, 1948, of a Texas State Planning Association is announced, with Granville W. Moore as Chairman. Mr. Moore is Vice-President and General Manager of the Dallas Planning Council. Other officers are: Secretary-Treasurer, J. Matt Walker, who is County Engineer, Tarrant County, Fort Worth; Directors, Ralph S. Ellifrit, Director of City Planning, Houston; William Anderson, Planning Engineer, Corpus Christi and Vaughn E. Wilson, City Attorney, Lubbock.

L. Deming Tilton is serving as planning consultant for Palo Alto and has recently completed a series of five articles on various phases of planning for the *Palo Alto Times*.

C. Dwight Wood, formerly Director, Planning Commission at Lansing, Mich., has been appointed Chief of the Community Development Division of the Michigan Dept. of Economic Development.

Francis Dodd McHugh and Theodore T. McCrosky announce the establishment of a consulting service for community and regional development problems at 23 East 26th St., New York 10, N. Y.

Ira J. Bach has been appointed Director of Planning of the Chicago Land Clearance Commission.

Arthur McVoy, Assistant Professor of City Planning at MIT has been appointed Director of the Baltimore City Planning Commission.

On the Pacific Coast

The *San Francisco Chronicle* reported that the Board of Supervisors in July by a vote of 10 to 1 gave first passage to an ordinance designating the *Western Addition area for redevelopment*, a preliminary step toward clearance of substandard dwellings in the district, which is bounded by Van Ness avenue, California Street, Presidio and Masonic avenues, Haight, Dubose and Market Streets. It was reported to be the first action taken by any California community since the passage of the State Community Redevelopment act of 1945 and the action followed detailed studies conducted by the Planning Commission. Preliminary estimates have set the cost of the project at about $53,000,000. Under the state act, the city is empowered to acquire land, raze buildings and prepare for redevelopment of slum areas. Private enterprise must do the rebuilding. The present population of 85,000 would be reduced to 75,000 and plans call for modern stores, playgrounds and parks in addition to new, moderate-cost housing.

At the *Seventh Annual Business Congress*, held at *Stanford University* in July, *Senator Ralph Flanders* of Vermont, mechanical engineer and past president of the Federal Reserve Bank of Boston, recalled the service of Frederick W. Taylor with Bethlehem Steel which "hastened the shift away from the predatory and ruthless style of doing business, that pointed up the logic of serving the buyer as well as the seller." He declared that development of mass, continuous production techniques gave management full opportunity to apply the principles of scientific research and analysis to a large-scale manufacturing job. Senator Flanders expressed the opinion that, though much is lacking on the human side, "human engineering" would ever supersede the contact of man-to-man.

Ladislas Segoe, of Cincinnati, was selected by the City Planning Commission, and approved by the Finance Committee of the City Council, as *Planning Consultant for Seattle*. Mr. Segoe is expected to give the city 54 days of service each year.

The Oregon Daily Journal reports that the Portland Housing Authority, the Portland Planning and Housing Association, and the Regional Director of the Public Housing Administration, San Francisco, Mr. Jesse Epstein, have arrived at the same conclusion:

1. Failure of Congress to provide permanent housing relief for flood victims has made revaluation of the stop-gap housing program (trailers particularly) imperative.

2. Trailers are an unsatisfactory and totally inadequate answer to the intermediate and permanent housing problem.

3. It is proposed to use the balance of the ten million dollar appropriation for stop-gap purposes to provide factory-built housing units that would be infinitely better than

trailers and provide housing for hundreds of flood victims, no matter how long the delay in Congress in providing for a long-range housing program.

Mr. Epstein, who came to Portland in response to the *Journal's* proposal, declared:

> The decision to use trailers for stop-gap purposes, of course, was on the assumption that permanent housing would be provided simultaneously, and therefore that the trailers would be needed only for the length of time required to build permanent housing. Since it is now apparent, as the *Journal* editorial points out, that the housing now being moved in will have to suffice for some time to come, I would indeed heartily endorse your idea of suing the available funds (some six million dollars still uncommitted) to provide a more satisfactory type of stop-gap housing than trailers.

The Portland Housing and Planning Association made a preliminary investigation and report on 14 Oregon manufacturers who are either interested in or actually producing factory-built houses ranging from $1,000 shells to conventional prefabricated units costing up to $8,000 and meeting city building code and FHA loan requirements.

The flood which wiped out Van Port was a national, as well as a local disaster, and, regardless of the fate of public housing on a nation-wide scale, it would seem that Congress should recognize its responsibility for extending adequate aid in relieving suffering from major disasters.

Cyril Henderson, Planning Engineer for Modesto (California) City Planning Commission, spoke at a meeting of the Central and Northern California Chamber of Commerce Executives at the San Francisco Commercial Club, early in August. After Robert Cowden, Manager of the Modesto Chamber of Commerce, had stressed the fact that the growth of population in the unincorporated areas adjacent to cities is at a rate of three times the growth of population in the cities, and pointed out that city facilities are taxed in many ways to serve this population, Mr. Henderson declared that annexation can be accomplished only with the consent of both city and areas to be annexed.

At the invitation of Thornton Munger, Chairman of the Oregon Chapter of the American Planning and Civic Association, a luncheon meeting was held at the New Heathman Hotel on July 22. Since the last meeting Mrs. Jessie Honeyman had died at the advanced age of 96 and it was also recalled that Mrs. A. E. Rockey had been active in the early days of the Oregon Chapter but had died in 1943. Planning trends and recent events were discussed by Harlean James, Executive Secretary of the Association, and Glen Stanton, Chairman of the Portland City Planning Commission, explained the local situation regarding the sites for public buildings. He recalled a recent visit to Portland by Mr. W. E. Reynolds, Commissioner Public Buildings, in the Federal Works Agency, when it seemed that a coordinated program for public building sites might be worked out by Federal, state and local authorities. Miss James recalled the statement of Mr. Reynolds at the Dallas Conference of the American Planning and Civic Association in 1946 in which

he declared that it is the policy of the Public Buildings Administration to conform to local city plans if the local authorities themselves are observing the plan. She also stressed the need for adequate parking space in connection with public buildings, not only for officials, but for citizens who have occasion to visit public buildings on business errands.

Local leaders called attention to the freeway project for Sullivan's Gulch and Miss James commented that this freeway followed a natural valley seam to reach downtown Portland without bisecting any permanent business or residential area. It was pointed out that even the overpasses were already built and in use, since the gulch is the site of a rail entrance into the city.

Among those present, in addition to Mr. and Mrs. Munger, were Karl Belser of the University of Oregon at Eugene; J. Haslett Bell, Harry B. Buckley, Walter H. Horning, Folger Johnson, Glen Stanton, John B. Yeon, A. R. Watzek, Arthur W. Erfeld, Mrs. Daniel Heffner, Alfred Loeb, Mr. and Mrs. Walter Gerke, George W. Olcott and Neill Butterfield of the National Park Service, all of Portland, Frank Shull, Multnomah County Commissioner, R. R. Bullivant, Portland City Planning Commission, Mark Astrup, Assistant Supt. of State Parks, R. M. Bowie, Forest Service, D. L. Callicrates, Harry Freeman, Director, Portland Housing Authority, Harlan A. Nelson, Vancouver, and Robert H. Ellis, Jr., and Mrs. Ernest Dalton of St. Helens, Oregon. George Collins of the National Park Regional Office in San Francisco and Mrs. Van Pelt of Marin County, California, were also in attendance.

On July 23 Harlean James addressed the Portland City Club. Mr. Blair Stewart, President of the City Club, in introducing Miss James said:

> The organization which Miss James serves was formerly known as the American Civic Association and the National Conference on City Planning. Its general headquarters are in Washington, D. C. but its national board consists of members from cities all over the United States.
>
> Research organizations like the City Club draw frequently on the Association for information, for it is the repository for all manner of data on planning, zoning, conservation and similar subjects. . . .
>
> Because we are immediately concerned with a critical housing problem, we asked Miss James to talk about housing. She does not promise to offer us a solution and she denies that she knows anything about the management of large housing projects. Nevertheless she does know what other cities are doing to meet a problem that is by no means local.

Miss James outlined current trends in urban redevelopment, Federal-aid freeways and housing developments. She regretted the failure of the Taft-Ellender-Wagner bill to pass the House after it was adopted by the Senate; and pointed out that practically all urban redevelopment projects were being delayed because of the difficulty in finding homes for residents in selected areas who must be moved to make way to realize redevelopment plans. She declared that the high cost of materials and labor for housing offered handicaps to public as well as privately produced housing. She thought it unlikely that the victims of Van Port could count on the authorization at this session of Congress of a public housing program, but recalled that the Federal Government had in the

past achieved a reputation for generosity in aiding local governments to meet major disasters and suggested that ways might be found to meet the Portland situation without waiting for a Federal-aid public housing act of Congress.

During the week of July 26, the *Annual Institute of Government of the University of Washington* was again in session under the able direction of Dr. Donald H. Webster, Director of the Bureau of Governmental Research and Services. The program of the Section on Planning, under the direction of Prof. Richard G. Tyler, was presented on July 27 and 28. Subjects discussed were metropolitan planning, city-county consolidation, county home rule; budgetary and personnel requirements for an effective planning commission; traffic flow and how it controls planning and design of city streets and rural highways; techniques of land-use surveys, maps and controls; ferry problems; and metropolitan fringe. The evening of July 27 was devoted to a dinner at which Professor Tyler, who is also Chairman of the Washington Chapter of the American Planning and Civic Association, presided. The planning and conservation program of the Association was discussed by Harlean James. At the final session of the section on July 28, John L. Nordmark, Planning Engineer of Skagit County Planning Commission, presented the report of a committee on the Organization of a State Planning Association. It was decided to make the organization a professional and citizen group, which would affiliate with the American Planning and Civic Association. Temporary Officers include Professor Tyler, President.

On August 2, at the Palace Hotel, San Francisco, Professor H. W. Shepherd, Chairman of the Northern California Membership Committee of the American Planning and Civic Association, arranged a luncheon meeting. Professor Shepherd has added to the local membership and when he leaves in September for an extended trip to New Zealand, he can hand over to his representative a very creditable chapter. Miss James reviewed conservation and planning activities. Leslie Nichols, Chairman of the Palo Alto Planning Commission, and Aubrey Drury of the Save-the-Redwoods League, both members of the Northern California Committee, reported on local problems. Ladilas Segoe, planning consultant for San Francisco, outlined a program for public understanding and support of planning and Francis Farquhar described the working of the Task Force on Natural Resources of the Hoover Commission for Reorganization of Federal activities. Those in attendance were: Arthur J. James, Leslie K. Nichols, Francis P. Farquhar, William G. Carnes, Floyd Cowan, Julian W. Tarrant, W. K. Thoits, H. E. Dekker, F. G. Lange, Emery Stone, Ladislas Segoe, Robert T. Royston, John T. Boucher, Frank P. Lombardi, Rodney S. Strauss, Butler Sturtevant, Thomas E. Carpenter, George Collins, Aubrey Drury, Allan Le Fevre, Mrs. Henry A. Barker, H. W. Shepherd, James K. Moffitt and Miss James.

Citizen Members Appointed to National Capital Park and Planning Commission

President Truman on July 9 announced two appointments to the National Capital Park and Planning Commission—Frederick Bigger, architect and Chairman of the Pittsburgh City Planning Commission, to succeed J. C. Nichols of Kansas City, a member of the Commission since its establishment in 1926, who asked the President not to reappoint him; and William W. Wurster, Dean of the School of Architecture and Planning at Massachusetts Institute of Technology, to fill the unexpired term of Henry V. Hubbard of Milton, Massachusetts, who died in October, 1947, after serving since 1932.

Mr. Bigger, who is a graduate of the University of Pennsylvania, served with the Resettlement Administration and helped plan Green Belt, and has been urban planning adviser to the Federal Housing Administration since 1940. Mr. Bigger is well known in architectural and planning groups for his keen analyses and his dry wit.

Dean Wurster has been for many years a practicing architect in San Francisco, California, and for the past four years has served as Dean of the School of Architecture and Planning at MIT. Recently Dean Wurster served as Chairman of the Committee of Award for the design of the Jefferson Expansion Memorial at St. Louis.

In the standard city planning enabling act recommended by the Department of Commerce, it is suggested that the citizen members of any planning commission outnumber the ex-officio members. On the National Capital Park and Planning Commission the number of citizen members is only four on a Commission of ten; so that these four become important to the functioning of the Commission. We are glad to welcome these eminent gentlemen to membership on the Commission and we feel sure that the Federal City will profit by their leadership. Perhaps there should be five or six citizen members in any reorganization. We regret that at present there is no landscape architect on the Commission as there was from 1926–1947.

Watch Service Report

National Parks

S. 2944 (Capper) introduced Aug. 7 (Special Session). To establish Admiralty Island National Park in the Territory of Alaska. Referred to the Committee on Interior and Insular Affairs. No action.

Housing

In the last hectic days of the Second Session, 80th Congress, before pre-convention adjournment (just as the April–June quarterly went to press and therefore too late for inclusion) the following bill was passed, which was erroneously called a "housing bill."

S. 2790 (Jenner) introduced June 3, to amend the Servicemen's Readjustment Act of 1944, as amended, and for other purposes. On June 18, this bill passed the Senate,

with Senator Taft stating in discussion: "The most serious check on housing today apparently is the piling up of GI loans in the banks. This bill provides a secondary market for GI housing loans." On June 21, as passed by the House, this bill provided that the Federal National Mortgage Association, by an expansion of its capital, will be available as a secondary market for the purchase of GI mortgages. Also, it repealed the present authority of the government to purchase FHA-insured mortgages on rental properties. It purported to aid veterans' cooperatives by authorizing FHA to insure 95 percent loans to veterans' housing cooperatives. This bill was signed "reluctantly" by the President and is now Pub. Law. No. 864.

At the Special Session, called by the President after the Republican and Democratic National Conventions, he advocated in his message to Congress passage of the Taft-Ellender-Wagner bill which had passed the Senate on April 22, but had not been reported out of the House Banking and Currency Committee. When the Senate did take action, the Senate Banking and Currency Committee reported out H. R. 6959 with amendments which had the effect of substituting the features of the TEW bill, that is federally aided low rent housing, slum clearance, rural housing and urban development.

H. R. 6959 was a bill introduced by Representative Wolcott on June 16, 1948 to amend the National Housing Act as amended, and for other purposes. This bill had passed the House on June 18 before adjournment. However, when the Senate Committee amendments were brought up for action, Senator McCarthy proposed another set of amendments with the primary effect of limiting the housing legislation to private enterprise financing aids but eliminating the TEW features.

The resulting legislation, substantially the McCarthy substitute, was passed by the Senate on August 6 and accepted by the House, signed by the President on August 10 and is now Pub. Law No. 901. The main provisions of the Act are to stimulate moderate price and rental housing construction largely by means of increasing loan and mortgage insurance guarantees. There are also provisions relating to the eviction of over-income tenants in public housing projects, amounts that may be excluded when determining the net income of tenants in such low-rent projects, and the conversion of certain state-aided low-rent or veterans' housing projects to Federally aided housing. The Housing and Home Finance Agency is also authorized to undertake research into building codes and modular coordination. This Act included no provision for slum clearance, urban redevelopment, public low-rent housing, rural housing or a general housing research program.

1948 Florida Meeting of the National Conference on State Parks

For the first time since its establishment in 1921, the National Conference on State Parks will hold its annual meeting in the State of Florida. On the morning of Tuesday, December 14, 1948, the Conference will open at Highlands Hammock State Park, near Sebring, Florida, and run through Friday, December 17. Registration will begin on Monday, December 13, at the Harder Hall Hotel, at Sebring.

The Democratic nominee for Governor, Hon. Fuller Warren, will open with an address of welcome. The "Governor-elect's" welcome will be followed by a roll call of the States and a statement by Lewis G. Scoggin, Park Director of the Florida Board of Forestry and Parks. The President of the Conference, James F. Evans, will report on the accomplishments of the Conference on projects undertaken dur-

ing the past year since the last meeting at Bear Mountain. Robert Kingery, will report for the Committee on Organization, with a round-table discussion to follow on the findings and recommendations of that Committee. That evening the Officers and Board of Directors of the Conference will hold their annual meeting.

On the following day, December 15, Capt. Charles Sauers will report for the Committee on Park Facilities, with a round-table to follow on the substance of his report and its recommendations. Eugene Donovan, Chairman of the Committee on Legislation, will report, with discussion following on the work of that Committee. Frank D. Quinn, Chairman of the Committee on Membership and Finance, will report, with discussion following. Before the close of that morning session, a business session of the Conference is to be held for the purpose of taking action on the recommendations of the Committees, whose Chairmen have reported during the morning meeting.

That evening, the program will be in the hands of the representatives of the States of the Southeastern part of the Nation to romanticize on the playgrounds of the South and the Deep South. These sessions will take place at the refreshment building at Highlands Hammock State Park, located six miles from Sebring. The afternoons will be spent visiting the area and studying the operations in the park.

On Thursday, December 16, and Friday, December 17, the group will be en route to Miami, visiting some of the parks on the way and if possible, the Everglades National Park.

The program allows plenty of time to see many of the Florida State Parks in operation and give the delegates an opportunity to participate in many of the state park activities. Florida park officials and enthusiasts will be given an opportunity to present an account of their parks, as well as park authorities from other States.

Full details of the program have not yet been completed. The chairman of the board, Tom Wallace, is expected to be present to address the Conference at the gathering the night of the 14th and the 15th and he will preside over Board Meetings. The Board will elect new officers for the coming year. James F. Evans, President of the Conference will preside over the business meeting of members.

Representatives are being invited to attend this Conference from Puerto Rico, Cuba, Mexico and Hawaii, as well as all members of the National Conference on State Parks.

Highlands Hammock State Park contains 2,385 acres and every effort has been made to preserve the area as a part of primeval Florida. Nowhere in the State is there a more perfect paradise, a more natural park.

Plan to attend this meeting in Florida's sub-tropical wonderland!

PARKS

Florida State Parks

Those who attend the meeting of the National Conference on State Parks at Highlands Hammock State Park, Florida, December 14 to 17, 1948, will find that this State, extending down into the sub-tropics, possesses a state park system that well exemplifies the variety and picturesqueness of its natural scene. Royal Palms State Park was the first established and was administered by the Florida State Federation of Women's Clubs until it was deeded to the United States for addition to Everglades National Park.

The opportunity offered by the Civilian Conservation Corps to provide needed development was a major factor in the movement to establish a statewide system of parks, and all park acquisition subsequent to the establishment of Royal Palms has taken place since the Corps was set up in 1933. It performed extensive development work at Fort Clinch, Gold Head Branch, Torreya, Hillsborough River, Highlands Hammock and Myakka River State Parks. However, the State has taken the park business seriously for the past fifteen years; it has continued necessary developments; it has added other parks; and it has established a competent central and field administrative staff.

While the pictures that follow deal to a great extent with Highlands Hammock, where Conference meetings are to be held, and Myakka River, which is to be inspected in the course of the trip following the sessions at Highlands Hammock, they include also glimpses of some of the other areas that give distinction to the Florida state park system. A hammock by the way, is Floridian for any area, large or small, with soil rich enough to support a stand of hardwood.

The Highlands Hammock pictures take three youngsters on an exploratory trip through this extraordinary assemblage of sub-tropical vegetation. In the picture on the cover, Betty {left}, Roscoe {center} and Pamela {right} have passed one of the many giant oaks in the park and Roscoe is pointing out one of the unusual needle palms in the undergrowth beside the trail.

Unless otherwise credited, all photos are by Harmon, Sarasota.

Above. This "nomad palm" {the native cabbage palm} at Highlands Hammock has started across the tree tops on a wandering arc of exploration.

Right. In this jungle struggle, an aged live oak, weakened by rot, appears to be on the losing side of a contest with three cabbage palms.

Left. None of the trees at Highlands Hammock are more impressive than the giant oaks. This one, growing close to one of the park trails is known as the "Big Laurel Oak." It is 31 feet in circumference at the base and its age is estimated at 800 to 900 years. Most of these big trees are left to live and die without interference; this, however, is one of three in the park which has had tree surgery. The cavity in the base was large enough to accommodate 12 adults.

Below. Most of this ancient tree is dead, though that is live bark around which Roscoe is peering.

Above. Betty is taking a close look at a miniature jungle on a fallen live oak. It contains a resurrection fern, three members of the pineapple family, a butterfly orchid, three lichens and a moss.

Below. Betty compares a Shoestring Fern, growing on a cabbage palm, with two common types of fern.

Though a recent hurricane uprooted nearby live oaks with root systems 20 feet in diameter, this slender palm experienced its blasts unaffected.

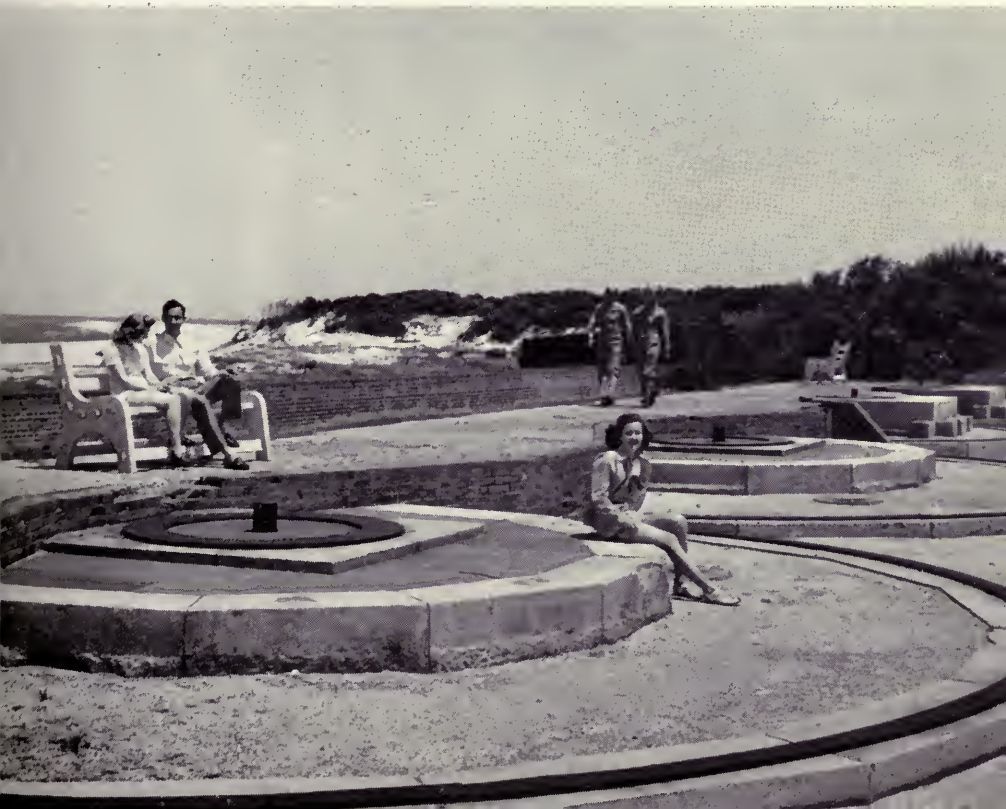
The "Catwalk" at Highlands Hammock winds its way thro
and fascinating features of the park. Trees and cypress knees ar

ne-half mile of dense cypress swamp, one of the most mysterious
to permit entry into the swamp by boat.

Left. Here in a dense section of the cypress swamp, the attention of Betty and Roscoe is attracted to the peculiar root formations known as cypress knees. Cypresses grow in swampy areas usually covered with water. For support on its soft foundation the trees have spreading buttresses; the knees are aërators, the means by which they receive air, without which they would die.

Below. Fort Clinch, an impressive example of the string of brick fortifications built along the coast during the early part of the Eighteenth Century, is only one of many features of the park which bears that name. It is situated near Fernandina, in the extreme northeastern corner of the State, and contains picturesque sand dunes and dense hardwood hammocks.

Florida Park Service Photo



Left. Hillsborough River, in Hillsborough River State Park, situated between Tampa and Zephyrhills is that rarity in Florida, a stream with rapids, flowing in a charming natural setting.

Below. A drape of stalactites and a few massive stalagmites in Florida Caverns State Park, near Marianna.

Florida Park Service Photo

Above. The historic old Gregory Mansion, 113 years old, in Torreya State Park, was the scene of much social activity in the days before the War Between the States. It is to be used as a museum, and will contain a place for refreshments and lounging space for visitors.

Below. The cocoanut palm grove in Hugh Taylor Birch State Park, at North Fort Lauderdale Beach, forms a lacy pattern of waving leaves against the sky.

Florida Park Service Photo

Right. The word for Myakka River State Park near Sarasota is Serenity. It possesses all the prime requisites of a perfect vacation spot,—natural beauty on which to feast the eye; peace and quiet to soothe the nerves; and countless places where one can fish the idle hours away. Its great variety of plant and animal life gives it special interest for the botanist and the zoologist.

Left. Much of the Myakka River valley is broad, low "flats," which are submerged during wet weather. When the water recedes, myriads of small fish are left stranded in the resulting pools. Then the waders have a feast. Here are the stately American Egret feeding with its smaller cousin, the Little Snowy Egret, and the interesting White Ibis.

Above. Grassy turf extends under the moss-draped live oaks of the group picnic area at Myakka River State Park.

Below. A formation of White Ibis wings its way from the feeding grounds to the roosting site near Upper Myakka Lake, in Myakka Lake State Park.

State Park Notes

Compiled by JAMES H. HUSTED, National Park Service

An act of considerable importance to state park agencies, Public Law 616, was passed by the 80th Congress and approved by the President on June 10, 1948. It amends section 13 of the Surplus Property Act of 1944 "to provide for the disposition of surplus real property to states, political subdivisions, and municipalities for use as public parks, recreational areas, and historic-monument sites, and for other purposes." It authorizes, with certain restrictions, conveyance of properties suitable and desirable for use as public parks or recreational areas at 50 percent of fair value, and conveyance of properties for historic monument purposes without monetary consideration. Applications for surplus properties under this law should be made to the appropriate Regional Director of the War Assets Administration. The National Park Service will cooperate in carrying out the provisions of the law by investigating properties covered by applications and furnishing recommendations.

"State Government's Role in Recreation" is the title of an article by Garrett G. Eppley of Indiana University in the May issue of *State Government*. The author discussed the various methods employed by different States in providing a recreation program, including Indiana University's field recreation service.

The July issue of *State Government* stated that "Proposals for a tri-state park are under discussion by officials of three neighboring eastern States. Plans envisage use of suitable tracts in southwestern Massachusetts, northwestern Connecticut, and northeastern New York." A glance backward to *State Parks and Recreational Uses of State Forests in the United States* by Raymond H. Torrey, 1926, reveals the following interesting statement, "The Taconic Tri-State Park is a joint project between New York, Massachusetts, and Connecticut, the New York and Massachusetts present holdings being administered separately, but when the project nears completion, an interstate commission may prove desirable." Persistence is rewarded.

The National Park Service issued in June its annual tabulations of state park statistics on expenditures, sources of funds, attendance, personnel and land acquisition in a booklet entitled *State Parks—1947*. It has also recently issued its revised *List of Agencies Administering*

State Parks and Related Recreational Areas.

State parks throughout the country showed substantial gains in 1947 in almost all categories.

Comparative statistics for 1946 and 1947 show that the most spectacular increases in expenditures, by a selected group of States, were for capital outlays for improvements which were up over 300 percent. More money is being spent to improve state park facilities, and the increase is reflected in increased attendance. Six people visited the state parks in 1947 for every five reported in 1946.

Total attendance, the highest ever recorded, in the 43 States reporting for 1947 was well over 100 million. For every person visiting areas of the National Park System, the State parks played host to four. Total expenditures, of the 74 agencies reporting, were almost 26 million dollars or about 25 cents per visitor.

The report shows that State parks are still supported principally by State appropriations which in 1947 totalled over 26 million dollars. Revenue derived from operations, however, reached an all-time high of $4,731,376. Many new parks were established during the year and additional needed acreages were acquired for existing parks. In all, over 100,000 acres were added to the State park systems.

The Forest Service of the Department of Agriculture recently issued Circular No. U-180 which outlines its policy and procedure for calculating fees for public service special use permits, including such uses as resorts, hotels, service stations, boat rentals, and ski lifts.

A valuable article entitled "standards for Municipal Recreation Areas" appeared in two parts in the July and August issues of *Recreation*. This will subsequently be issued as a separate publication by the National Recreation Association.

A recently issued book, *Camp Site Development* by Julian H. Salomon, contains plans, illustrations and written instructions on the planning and development of organized camps. It was written specifically for the Girl Scouts and may be obtained direct from their headquarters in New York City. The price of the book is $4.00.

California. The Division of Beaches and Parks established on June 1 the new "Eastern District" with headquarters in Stockton. This new district, the sixth to be created, will be responsible for seven existing state parks and several areas soon to be acquired.

According to the June issue of *News and Views*, the new rental charge for the new standard five-room park house will be $26.00, including all utilities. Rent charges will be based on the exact number of days the house is occupied.

The Mendocino Woodlands Recreational Demonstration Area was officially transferred by the National Park Service to the Division of Forestry of the Department of Natural Resources on June 11. This area, consisting of 5,426 acres, contains three group camps, with capacities of 164, 96, and 72. In addition, swimming, hiking, riding,

fishing, and other activities are available to the general public.

Georgia. According to the August issue of *Park Views*, the second "Miss Georgia State Parks" Bathing Beauty Revue will be held at Jekyll Island State Park on August 22. Each of the 22 state parks will conduct preliminary revues to determine their entry at the grand finale.

Iowa. "State Parks Provide Fun for All", an article in the July issue of *Iowa Conservationist*, described the activities and the accommodations available, with rates, at the 87 state-owned recreational areas.

Kentucky. Hilbert Dahl reports Kentucky has acquired a new park, under lease from TVA, pending transfer of title, Kentucky Dam State Park. The area comprises an approximate 1250 acres upon which a dormitory, 13 cottages, and 2 lodges have been equipped since July 1, for overnight and vacation use. A coffee shop, dining-room, picnic area with stone shelter, boat concession, bathing beach and airport are in operation. Other facilities will be added rapidly.

Kentucky is continuing park development begun during the past two years. $247,248 in development contracts have been let this year to date, while $209,629 in construction work is under way by the park crews. During the next two years it is expected that an additional $2,500,000 will be devoted to park development and a further $2 or $3 million to revenue bond construction of lodges and vacation cabins and cottages.

Mrs. Lucy L. Smith, Director of Kentucky Division of State Parks, announces that the 1948 meeting of The Association of Southeastern State Park Directors will be held Oct. 11–14 at Cumberland Falls State Park in Kentucky.

Michigan. Arthur C. Elmer, Chief, Parks and Recreation Division described the new parks and the improvements made in existing parks in an article entitled "What's New in State Parks for 1948" in the May issue of *Michigan Conservation.*

Minnesota. Lew E. Fiero, Director of the Division of State Parks, described the experimental recreational program conducted last year at Itasca State Park in an article entitled "Recreation in State Parks" in the May–June issue of *The Conservation Volunteer.* He believes the program was a success but stated that specific appropriations for that purpose would be necessary in order to continue and expand this program.

Mississippi. Clyde Hilbun has recently succeeded his father, Bura Hilbun, who died in February, as Coordinator, Mississippi Forest and Park Service.

Missouri. The Division of Resources and Development issued in February a statement entitled *Policies and Principles of Missouri State Agencies on Federal Recreation Development* which contains sections on Responsibilities of State Agencies, Priority of Development, Recommended Types of Facilities

and Activities and Recommended Policies of Planning and Operation. The introduction clarifies the title by stating, "The principles outlined . . . do have a base common to each other—that the State of Missouri shall be consulted by the Federal Government prior to the formation of any recreational plan involving the State, and shall be consulted progressively as planned developments are carried out."

Nevada. Nevada's first fort and stockade building, located at Genoa near Carson City, has been restored to its original likeness. The State Legislature appropriated $7,500 and the State Planning Board, together with a local committee, rehabilitated the structures. The restored structures have been placed under the jurisdiction of the State Park Commission and the Board of County Commissioners of Douglas County for control and maintenance.

Ohio. "Boom in Vacations" was the title of an article in the June issue of *The Ohio Conservation Bulletin* which listed all of the parks and lakes administered by the Inland Lakes and Parks Section and described the activities which can be enjoyed at each. Also, according to this issue, an eight-member subcommittee was named by the Conservation Committee of the Postwar Program Commission to draft legislation to establish a State Department of Parks and to set up a state commission to co-ordinate activities of state agencies which deal with natural resources.

Oregon. Silver Creek Recreational Demonstration Area, which was acquired and developed by the National Park Service, was transferred to the State Parks Department of the Oregon State Highway Commission on June 26. This area, comprising 4,093 acres, contains two group camps, with capacities of 48 and 96, and facilities for day use by the general public.

The Department of the Interior recently announced that it had transferred a lease to 80 acres of Federal public land from one Boy Scout Council to another, due to a reorganization of these Councils. In 1927, Congress passed a law authorizing and directing the Secretary of the Interior to lease this land to the Douglas County Boy Scout Council for use as a summer camp. Under the law the lease would be effective for 50 years and the Scouts were required to report each year as to the use made of the land. During the past 21 years the camp has been used by the Girl Scouts, Camp Fire Girls, 4-H Clubs and other youth groups as well as by the Boy Scouts. This is the only camp of its kind in the United States established by special act of Congress.

Pennsylvania. Emil C. Heinrich has advised that the Pennsylvania Department of Forests and Waters has accepted his resignation as Chief of Planning, Bureau of State Parks, effective June 30, 1948.

Tennessee. B. R. Allison, Director, Division of State Parks, has written a provocative article entitled "What is a State Park?" which appeared in the April issue of

The Tennessee Planner. Among other things, he discussed factors determining the location of state parks and the objectives of a park program.

Texas. According to the May issue of *S-Parks*, ten historical parks now administered by the Board of Control may be transferred to the State Parks Board's jurisdiction at the next session of the legislature. Members of both boards recently expressed opinions that control should rest with the Parks Board.

The battleship Texas became a state shrine on April 21 when Admiral Nimitz dedicated the ship "as a memorial to Texans who fought in World Wars I and II."

It will be permanently anchored in the Houston Ship Canal near the San Jacinto Battleground.

Virginia. An injunction to force the Commonwealth of Virginia to allow Negroes either full use of its existing public park system or use of "similar and equal" facilities is sought in a suit filed in Federal District Court in Richmond on July 9. The action names as defendants, the Division of Parks of the Department of Conservation and Development, and Randolph Odell, Commissioner of the Division of Parks. The suit asks the Federal Court to: "(1) Enter an order declaring that the defendants, by providing a park and recreational system for white citizens without establishing an 'equal and comparable' system for Negroes, are violating the Constitution and laws of the United States. (2) '. . . Permanently enjoin and restrain the defendants . . . from denying plaintiff, or any other Negro citizen of this Commonwealth, on account of his race and color, the use and enjoyment of the parks and recreational facilities already established and maintained, or similar and equal accommodations and facilities'."

A reorganization of the state government on July 1 resulted in the creation of the Department of Conservation and Development to replace the former Virginia Conservation Commission. There was no change in the name of the Division of Parks but Randolph Odell's title was changed from Director to Commissioner.

Washington. Director H. T. Martin of the State Parks and Recreation Commission resigned on June 20. His successor has not yet been named.

Wisconsin. The June issue of *Wisconsin Conservation Bulletin* was a Centennial Issue. It was an excellent edition, containing articles of an historical nature on every phase of the work of the Conservation Department. "Development of Wisconsin State Parks" by C. L. Harrington, Superintendent of Forests and Parks, was one of the articles.

Tom Wallace Retires as Editor of the Louisville *Times*

The retirement of Tom Wallace, Editor of the Louisville *Times*, under the corporation's rule of compulsory retirement at prescribed age limits, inspired the following article from the Louisville *Courier-Journal* under date of Aug. 5, and entitled:

A DISTINGUISHED EDITOR MOVES INTO NEW SERVICE.

Kentuckians need not fear that an impending change of title for Tom Wallace will mean a lessening of his activities or of his influence. On September 15, he will become Editor Emeritus of the Louisville *Times*. Beyond that date and into the future, however, his vigorous and forthright opinions will continue to appear in a signed column on the *Times'* editorial page.

Mr. Wallace is by choice, temperament and long habit a newspaper man. He will always be one. Still, there are broader interests in his life which may now command more of his time. The man who saved Cumberland Falls for the State when it was threatened with extinction by the power interests will continue his zealous crusade for protection of natural resources. The man who has travelled widely in Latin America, not merely as a tourist seeking pleasure and relaxation, but as a good neighbor looking for knowledge and for ways to promote international friendship, will travel usefully and broadly in the future.

Tom Wallace's career is closely bound up with the history of both the *Times* and the *Courier-Journal*. He is one of the prime exponents in America of the virtues of personal journalism. The newspaper world recognizes in him that rare combination, a hard-hitting journalist who never pulls his punches, but whose writing is governed by a concern for the public welfare rather than for personal glory. His host of friends both in and out of newspaper offices will wish him many more years of service to his high ideals.

The National Conference on State Parks, which Mr. Wallace serves as Chairman of the Board of Directors, and the American Planning and Civic Association, which he serves as Second Vice-President, extend all good wishes to Mr. Wallace in his change of title, confident that there will be no change in his enthusiasm for his many conservation "causes."

The Conservation Foundation

Fairfield Osborn, author of the much-read book, *Our Plundered Planet* has announced the organization of THE CONSERVATION FOUNDATION. In the announcement it is stated that The Conservation Foundation is the New York Zoological Society's expression of faith that the whole problem of man's adjustment to the processes of nature can be solved—in time. The certificate of incorporation declares:

The objects and purposes for which the corporation is formed are to promote conservation of the earth's life-supporting resources—animal life, forests and other plant life, water sources and productive soils—and to advance, improve and encourage knowledge and understanding of such resources, their natural distribution and wise use and their essential relationship to each other and to the sustenance and enrichment of all life.

The officers are: *President*, Fairfield Osborn; *Vice-Presidents*, George E. Brewer, Jr., Alfred Ely, Samuel H. Ordway, Jr.; *Secretary*, Harold J. O'Connell; *Treasurer*, David H. McAlpin; *Administrative Officers*, A. William Smith, Robert G. Snider.

Commentaries

Tracy B. Augur, past president of the American Institute of Planners, and a member of the Tennessee Valley Authority staff, has an article in The Bulletin of the Atomic Scientists, suggesting that if we break up our large cities into clusters of small towns separated by a few miles of open country, much could be done to reduce the destruction that atomic bombs could wreak.

Mr. Augur declares that at the present rate of building, we could redesign our cities in the next twenty-five years. According to his plan, a city of a million population would be broken up into twenty towns of 50,000 persons each. Four or five miles of open country would separate one town from another. Thus, instead of occupying 63 square miles, the population of a million would be distributed over 886 square miles.

F. J. Osborn, who recently made a tour of the United States, writes Paul Oppermann under date of July 5:

The Jubilee of Ebenezer Howard's Garden Cities of Tomorrow is due at the beginning of October, the book having been first published as Tomorrow: A Peaceful Path to Real Reform, in 1898. We are celebrating the event at a Dinner in London on 6 October, when the Lord President of the Council (Right Hon. Herbert Morrison M.P.) will be the chief speaker. The International Federation Bureau is meeting in London that day so that members present can attend the dinner. The arrangements are being made by the Town and Country Planning Association, which was started as the Garden City Association in 1899.

Guy Greer, consultant on city planning, has an interesting article in the July *American Magazine,* entitled "Is Your Town Fit to Live In?" He reports the results of several surveys which rate cities for livableness. Of 310 towns measured Pasadena, Calif., headed the list, followed by Montclair, New Jersey and Cleveland Heights, Ohio. Near the top were 10 trading cities: Los Angeles, San Diego, Springfield, Mass., Grand Rapids, Fresno, Rochester, N. Y., Seattle, and Madison, Wisconsin. Mr. Greer discusses traffic, congestion, blighted areas, water fronts, smoke, the suburban trend. He lists the cities where active planning is being carried on.

In *Denver, Colorado,* Mayor Quigg Newton has appointed an *Interim Planning Committee,* consisting of: Hudson Moore, Jr., Chairman; Carl Feiss; W. W. Grant, Sr.; Col. Craig Smyser; and Arthur Chipman. In the meantime, a number of projects included in the plan adopted by the former Planning Commission are going forward. The Interim Committee will make recommendations to the Mayor concerning future procedure.

In Daytona Beach, Florida, in 1947, a *Garden Club Council* was organized, with two members from each club. At the request of the Council, the city engaged a landscape architect who made plans for a Riverfront Park, a city nursery, one entrace to the city, and a playground owned by the County School Board. Mrs. Roger H. West writes that the Council is using the "block system" to reach every citizen. There are ten zones divided into sections. A weekly newspaper column has created much interest and enthusiasm Mrs. West declares that an effort is being made to educate the clubs in city planning, conservation, and all the things that make for a good town.

Readers of PLANNING AND CIVIC COMMENT will be glad to learn that the *Mercer-Island controversy,* reported in the July, 1947 issue, has been settled. The State Highway Department has decided to accede to the wishes of the residents of Mercer Island and locate its regional building elsewhere. There is no doubt that Mercer Island has great possibilities if its development is based on a wise, comprehensive plan which will preserve its natural beauties.

The United Smoke Council of the Allegheny Conference on Community Development has recently issued a cheerful little folder called *That New Look in Pittsburgh.* It is claimed that because

of the Bureau of Smoke Prevention there is more sunshine, there is less smoke and there is less soot. Tables and graphs prove it.

The United States Territorial Expansion Memorial Commission has issued a report of its Breakfast Meeting in Washington, D. C. on May 25, 1948, when members of the Commission and guests examined the model of Mr. Eero Saarinen's winning design for the St. Louis riverfront memorial, featuring a monumental arch which has been the subject of much discussion. The Commission, which is the national body having charge of the historic development, approved the design unanimously.

At this meeting, Mr. Saarinen, who won the $40,000 prize for his design, described two salient points that were uppermost in his mind in conceiving the design; first, that the 82½ acre area should be kept substantially as a park with a heavy preponderance of trees and that such buildings as were necessary should be submerged in the plan so as to appear as inconspicuous as possible; second, the desirability of some outstanding monumental form to serve as a simple dignified symbol of the whole concept behind the memorial.

Washtenaw Plans Its Future, has been published by the citizens of Washtenaw County by the County Planning Commission. A small pamphlet, it is intended to rally the citizens to the support of planning by setting forth facts in favor of planning as against not planning.

The Town Plan Report for Bar Harbor, Maine, has just been received from Harland Bartholomew and Associates, City Planners. The plan, released by Dale J. Foley, Chairman of the Town Planning Board, for further study by the Board's Advisory Committee, is designed to modernize the physical facilities of the community, preserve its essential characteristics and obliterate some of the ugly features of the central village of Bar Harbor. The Bar Harbor Citizens Co-Committee, of which Sheldon F. Goldthwaite is Chairman, provided funds for the new town plan. The tragic fire of last year burned an area of 17,188 acres. Virtually all the destruction was in the town of Bar Harbor. About two-fifths of the major economic basis of Bar Harbor was destroyed. The report points out that the conflagration did not permanently damage Bar Harbor as a summer resort, nor Acadia National Park as a scenic attraction.

Stanford University has adopted six premises to apply to its planning of the campus for university buildings and residences of faculty and students. They are: (1) Physical environment is a major influence on the life of man; (2) the Inner Quad will be preserved as the heart of the university; (3) the basic relationship of land to the function of the university will be preserved; (4) a system of concrete roads will be the basis of circulation; (5) architectural unity will be achieved by form—not by recreating styles; (6) provision will be made to house the majority of staff and students in campus area.

On June 26–28, the *Eleventh Appalachian Trail Conference* was held at Fontana Dam, North Carolina. This was the first meeting since the conference at Palisades Interstate Park in N. Y. in 1941. Among those who participated in the Program were Myron H. Avery, Chairman; L. W. Freeman, President, Georgia Appalachian Trail Club; O. A. Fetch, Resident Manager of Fontana Village; F. F. Schuetz, Treasurer; Charles Luscher, Marion Park and assistant secretaries. J. Herbert Stone, Regional Forester, presented a paper on *The National Forests of the Southern Appalachian Mountains* and Mr. E. W. Renshaw, Supervisor spoke on *The Nantahala National Forest.* Harlean James told of *The First Appalachian Trail Conference.* Dr. J. F. Schairer and Orville W. Crowder demonstrated trail technique, and Laurence Schmeckebier described sign making.

Jean Stephenson reported on Appalachian Trail Publicity and Robert M. Howes, President of the Smoky Mountains Hiking Club told The Story of Fontana Dam. Arthur Stupka, Park Naturalist, gave an illustrated talk on *The Great Smoky Mountain National Park.* Henry N. Woolman described *The Horseshoe Trail* and Rev. Rufus Morgan talked about *The Nantahala Country; its people, legends and traditions.*

There was an excellent exhibit of photographs and of some of the Records of the Appalachian Trail.

Beautifully engraved metal plaques, mounted on wood taken from the original PATC Meadow Spring Shelter, were presented to F. F. Schuetz, outgoing Treasurer, Laurence F. Schmeckebier, who has made so many trail markers, Harlean James, who served as Secretary from 1925–1941 and Benton Mackaye, "who in 1921 conceived and named the Appalachian Trail." A similar plaque was presented to Myron H. Avery, to be held in escrow at the ATC headquarters until such time as Chairman Avery becomes "emeritus." An appropriate citation was engraved on each plaque.

The Framingham Town Meeting of March 19, 1947, voted a sum of $1,500 to be expended under the direction of a committee of five to obtain a town survey and report on the matter of town planning. In February 1948, a survey entitled: Framingham, Your Town, Your Problem, was published. It is the work of competent graduate students working under expert guidance and it is emphasized that the ideas and opinions are theirs and not necessarily those of the townspeople nor are they presented as a substitute for experienced professional experience and advice. However, some of the problems facing Framingham have been brought to the fore with the way opened to find the answers. Several of the articles in the booklet contain recommendations for granting additional powers to the planning board, for changing from an unlimited to a limited town meeting, and for the development of a public housing program. The report has certainly been a focus of a great deal of discussion and represents an interesting experiment which may bear copying in other sections of the country.

The New Jersey Citizens Conference sponsors its second annual community institute Sept. 9 to 12 at Rutgers University. The program will include a "community clinic" in which civic problems will be discussed, a dramatization entitled "New Jersey on Trial," workshops on organization for community development, round tables on community leadership, use of skills, and the responsibility and use of the press and radio.

At its annual meeting October 3, 4, 5, and 6, 1948, at Boston, Mass., the *American Institute of Park Executives* will be celebrating the Fiftieth Anniversary of its founding. Special programs and exhibits have been arranged about the general theme of commemorating the Golden Anniversary, whereby it is expected to review briefly the development of parks and recreation the past fifty years, to appraise the present status of the moment, and to attempt to forecast to some extent future trends.

The Institute was born at Boston and it is most fitting that this celebration take place at Boston, not only because of the sentiment that may attach to the location, but also for the fact that in Boston and environs it is possible actually to see some of the oldest parks, parkways, and recreation areas in the country.

The Planning Program in Contra Costa County from the Inception of the County Planning Commission in 1929 to Date.

By THOMAS G. HEATON, Contra Costa County Planning Technician, Martinez, Calif.

In order to explain the planning program in Contra Costa County it is best to give a clear picture of the geographic nature of Contra Costa County.

Contra Costa County lies in the central part of the State, due east of San Francisco. The eastern part includes industrial development with thickly settled territory that centers around Berkeley, Richmond and other Bay cities along the eastern shore of San Francisco Bay. On the north the County is bordered by the inland bays of San Pablo and Suisun, together with the connecting tributary waters through which the Sacramento and San Joaquin rivers reach the Pacific Ocean. It embraces an area of 728 square miles or 465,920 acres. In order to give this group a comparable size, it is approximately the same size as the State of Rhode Island. Its population today is 250,000, with an estimated 1960 population of 500,000.

The dominant topographic features of the County are generally rolling hills and valley areas with steep rolling hills to the west which divide off the general East Bay area and Contra Costa County, and eventually culminate in Mount Diablo, which rises 3,849 feet from sea level; and to the east of Mt. Diablo are broad, gently sloping valley plains. The western hill areas have a generally northwest and southeast trend paralleling San Francisco Bay.

These hills have for many years proved a barrier to the immediate San Francisco Bay Area and Contra Costa County. In 1937, however, this barrier was broken by the creation and completion of the Broadway Low Level Tunnel which has now made this area immediately accessible to the San Francisco Bay Area and which in part extends the thoroughfare created by the San Francisco Bay Bridge. With traffic time elements then eliminated and cut down, Contra Costa County, before, through and after the war years has seen tremendous strides in growth, which have been supplemented with the increased population of the Bay Area and the northern part of the State.

Prior to the unvisualized expansion of Contra Costa County as it now is developing, the Contra Costa County Board of Supervisors established the original Planning Commission in 1929 under the then newly adopted State Planning Act requiring that all counties have County Planning Commissions.

The Contra Costa County Planning Commission was one of the first formed under the new Act, and since the date of that Act has held continuous meetings and has been in full active position, which now

brings the total period of existence of the Commission to 19 years.

During the first years of the existence of the Commission and the normal growth of the County, which was gradual, and also during the depression years, planning did not develop as it has in the recent years following the development of the San Francisco Bay Bridge.

During the first years the Commission lacked a technical staff and proper financial support, however, with the growth of the County occurring immediately after the development of the Broadway Low Level Tunnel, new subdivisions and the overflow population of the East Bay Area caused the Commission to be alerted to the problem of planning and likewise the Board of Supervisors realized the need of tying in proper land development with the entire area.

In the original thought of the Broadway Low Level Tunnel, it was visualized by the Commission that Contra Costa County was now in the new era of rural development; however, in the years that followed the war and the influx of population, the idea of a rural development has been supplanted by the heavy increasing phase of urbanization.

County zoning was first established under interim ordinances tc protect areas which were immediately affected by growth through the new lanes of traffic that had been brought into the area.

It was opposed by some because of intensified agricultural pursuits still being carried on in the potential subdivision areas. However, on the establishment of a technical staff, interim ordinances that had heretofore had strictly residential clauses in them were withdrawn and interim ordinances introduced that did not prohibit, but allowed agriculture to continue where established.

It was this inception into the zoning of the County that anchored the zoning ordinance into the areas which were rapidly changing from agricultural to rural and suburban. The Commission and Board of Supervisors found this a desirable move inasmuch as it allowed agriculture to continue and yet protected the areas from the encroachment of detrimental uses. It is the belief of the Commission that this introduction of the agricultural type of zoning has proved to be the best sales point for County zoning which had not heretofore been practical in California, and has allowed zoning to progress with tremendous strides inasmuch as it breaks down the fear of the agricultural interests that certain property rights are being taken away from them.

Through the foresight of the Board of Supervisors and the Planning Commission they realized that they had reached a position where they no longer as laymen could manipulate the technicalities involved in zoning; therefore, a technical staff was established to guide the program inasmuch as Contra Costa County was in a transitional period from agricultural to suburban. The problem of protecting the area for agricultural and suburban development was accomplished by establishing these temporary residential-agricultural zones which met little further objections from the agricultural groups and yet went very

far in protecting the agricultural lands and orchards for potential subdivision development, the orchard lands making most desirable subdivision development.

More territory was gradually taken under these interim ordinances while the details of the comprehensive planning were being worked out. In view of the proposed development of the comprehensive plan, the Superior Court of the County upheld the interim zoning ordinance on the basis of the fact that a complete comprehensive plan was being developed. By the close of the war, the comprehensive plan, although established in small sections previously, was then ready for expansion all over the County.

One of the fundamental purposes of the comprehensive plan was to establish a Building Code over the area that was mixed heavy industry, agricultural, residential, and suburban. Under the law it was necessary to have a building code that would not be too strict on the agricultural and industrial interests, but strong enough in intensified areas to bring about proper building construction; therefore, the code was adopted under the zoning to administer areas of like character.

Under the comprehensive ordinance it is proposed to have numerous areas left rural and other areas more intensified around areas of more solid development.

The proposed efforts of the planning group under the comprehensive ordinance were to set up areas of large acreage, residential, and smaller residential areas. The Commission has therefore developed a comprehensive plan which now contains acre residential, ½ acre residential, ¼ acre residential, and stricly urban residential with a minimum of 5,000 square feet, together with multiple family, retail, commercial and industrial districts.

The fundamental method of adopting the plan has been to take the County district by district, conducting hearings within the area as required by law, then presenting findings on the hearings to the Board of Supervisors, and as prescribed by law, having the Board consider the protests and in most instances referring a large majority of the protests back to the Planning Commission in order that further consideration can be given to them. In every instance the people have been fully informed of these hearings and, in general, there has been large attendance. Generally some of the hearings start out with as many as 800 people being present. As a result of the original hearings and the subsequent hearings, by the time the final report gets to the Board of Supervisors generally complete satisfaction has been reached.

It might be inferred that considerable trouble was had on the early zoning in this County. However, I may mention that 800 people attended a single hearing with generally complete satisfaction on the zoning program, and that the average Planning Commission meeting will draw 200 people a week on matters of variances and modifications of the ordinance. Certainly this is an indication that all take the zoning standards seriously. This has been established through the means and method of educating the people to the necessity of zoning, which

took eight years to establish by the technical staff going out into the local communities, groups and organizations explaining the necessity of zoning.

At the present time it may be said that the people are over-anxious to sponsor adequate zoning, and are inclined possibly to make it too rigid rather than slightly relaxed for present building costs. However, part of this has been due to the fact that in Contra Costa County, as probably elsewhere in the United States, the high cost of land has made people property conscious. Today when they spend a dollar they are interested to protect the dollar through the zoning ordinance.

Today Contra Costa County has reached 80 percent of its goal for comprehensive zoning of the entire County. By this we do not mean the strip zoning of highways, but the comprehensive zoning of lands for each of its 466,000 acres.

Along with the zoning program the Planning Commission has had a very intensified subdivision development. These likewise have been handled by the technical staff and analyzed individually by the Commission. As an example of this activity, during the fiscal year 1946–1947 the Commission reviewed a total of 74 subdivisions, averaging about fifty lots per subdivision.

Along with the subdivision activity the Commission, as far as possible, has gone into other phases of the master plan working with agencies on highway planning, airports, housing, and is at the present time stepping into a park and parkway planning program.

As an average, in 1938 the Contra Costa County Planning Commission budget started with its first technical staff in the neighborhood of $3,000. By the close of the war the budget had jumped to approximately $10,000. In the immediate postwar years the budget then rose to $20,000, and at the present time the budget is ranging in the neighborhood of $36,000 a year. The staff is now employing seven people and will be increased to nine.

Compare this to the balance of the State of California, which now spends approximately $652,000 a year for planning, with an average of 9 cents per capita spent for planning each year, and with several Counties spending as much as 20 cents per capita. The Contra Costa County Planning Commission, on the basis of its present population and budget, is carrying out its comprehensive plan on the basis of 11 cents per capita.

Portland, Oregon, Voters Frown on Gulch Freeway

The voters of Portland, Oregon, turned down "the bargain of a lifetime" on election day when they voted against paying their share, with the State and the Federal Government, in building a freeway entrance into the city through Sullivan's Gulch. This gulch is a "natural" for a four-lane, below-grade, express highway through Portland's east side residential district. It has long been used by the Union Pacific Railroad's mainline, beside which there is room for a wide highway, if a few small factories and houses are moved. The city streets all cross it on high bridges.

Of the $10,500,000 total cost of the project, some of which was outside the city limits, the State was to pay about $4,200,000, the Federal Public Roads Administration about $4,500,000, for this was to be a part of US 30, and the City of Portland only about $1,800,000, representing 60 percent of the cost of the right-of-way.

The principal civic clubs, both newspapers, and all planning agencies supported it, but in a dignified and restrained way that did not dramatize its advantages or reach all voters. Unfortunately a few industrialists, whose property was on the route of this freeway, and who would have had to be bought out, carried on a vigorous and misleading campaign against it. Their efforts, coupled with the public's reluctance to vote any tax levies, defeated this proposal. So Portland appeared to lose a passing opportunity to obtain very cheaply a super-freeway for 14 miles from beyond the eastern outskirts of the city to the Willamette River in the heart of the down-town district.

However, not daunted by the voters' failure to cooperate, the State Highway Commission has now decided to finance the project without the city's help over a longer period of time. Thus Portland, in spite of the unenlightened vote of the people, may still have an expressway entrance into the heart of the city that would delight any city planner.

County Gives City Land for Park

Five thousand acres of rugged wooded hillside on the northern edge of Portland, Oregon were designated a year ago as a forest-park by the City Council (Planning and Civic Comment, April 1947); at that time a third of the land was county-owned, and a third privately owned. The rest, the city itself held in one status or another. Now Multnomah County, at the request of the Forest-Park Committee of Fifty, after advertisement and a public hearing, has conveyed to the City of Portland without cost all its lands, some 1800 acres, within the exterior boundaries of the forest-park. The county possessed these

lands through tax foreclosure of subdivisions which time had proved not suitable for private residential, agricultural, or industrial use. So the land at last finds its highest use to the people of Portland as a great recreational and scenic woodland playground.

THORNTON MUNGER Chairman, Oregon Chapt. APCA, Portland, Ore.

Third Annual Conference of the Association of State Planning and Development Agencies

Representatives from thirty-three States, from Canada, and from Alaska met at the Hermitage Hotel in Nashville, Tennessee, for the Third Annual Conference of the Association of State Planning and Development Agencies, May 19, 20, and 21, 1948.

More than one hundred persons attended the sessions which opened with an address by the Executive Director, Walter H. Blucher, before a joint luncheon meeting of the National Chamber of Commerce and members of the Association, Wednesday noon, May 19. The Conference closed at a luncheon Friday, May 21, at which conference members heard addresses by Governor Jim McCord of Tennessee and by Dr. Donald H. Davenport of the New York State Department of Commerce. The outstanding feature of the Conference was the thorough and careful work done by the nine committees of the Association.

A highlight of the Conference was a speech by Dr. Edwin G. Nourse at the annual banquet, Thursday evening. Dr. Nourse is Chairman of the Council of Economic Advisers, Executive Office of the President, and one of the Nation's leading economists.

Dr. Nourse spoke of the economic state of the Nation and analyzed the probable effect of defense spending and the European recovery program. He foresaw business prosperity being sustained for several years, but he warned that consumers might have to scale down many of their wants.

"Five, ten, or fifteen billion dollars worth of goods and services a year cannot be withdrawn from our economy during the next few years and still leave the real income of consumers as high as it would otherwise be during this period."

Dr. Nourse scored the advocates of larger and still larger military expenditures. "They insist that taxes can be lowered. They say that all this is possible by cutting down on the supposedly extravagant expenditures for public works. One need only query how we are to provide highway transportation for defense industry, or water power to furnish electricity for aluminum to make military airplanes, to show the basic importance of these outlays."

During the regular sessions of the Conference, members heard addresses by M. P. Catherwood of New York; H. B. McCoy, Washington, D. C.; Everett F. Greaton, Maine; Richard Wearn, Birmingham, Alabama; George C. Smith, St. Louis, Missouri; J. Francis Borda; Washington, D. C.; and

John Cassels, Washington, D. C.

At the annual meeting, held on the last day of the conference, Sydney A. Edwards, Managing Director of the Connecticut Development Commission, was elected President of the Association for the coming year. Francis A. Pitkin, Executive Director of the Pennsylvania State Planning Board, was elected First Vice-President and Hayden B. Johnson, Executive Director of the Tennessee State Planning Commission, was elected Second Vice-President. Raymond V. Long, Director of the Division of Planning and Economic Development, Virginia Department of Conservation and Development, as immediate Past President of the Association, was named to the board of directors. The other directors elected by the Association are: C. Carter Brown, Chief of Planning Division, Louisiana Department of Public Works; Arthur E. K. Bunnell, Consultant, Community Planning Branch, Ontario Department of Planning and Development; James W. Clark, Commissioner, Minnesota Department of Business Research and Development; Donald H. Davenport, Deputy Commissioner, New York State Department of Commerce; Hendrix Lackey, Executive Director, Arkansas Resources and Development Commission; Robert C. Lane, Managing Director, Vermont Development Commission; H. H. Mobley, Director, Missouri Division of Resources and Development; and Kenneth L. Schellie, Director, Indiana Economic Council.

The Association of State Planning and Development Agencies was organized in 1946 in New York City. Its purpose is to strengthen the operation of state planning and development services. In addition to the annual conference of all state, provincial and territorial members, regional groups of agencies in the Northeast, South, and Mid-Continent areas meet at shorter intervals to discuss area problems and techniques. At a meeting of the Mid-Continent group, held in Fairmont, Minnesota, early in June, representatives of eight States and two Canadian provinces exchanged ideas on the problems of the Great Plains area.

DENNIS O'HARROW
Assistant Director

IN MEMORIAM

JESSIE M. HONEYMAN

1852-1948

On July 3, in Portland, Oregon, Mrs. Jessie M. Honeyman died at the age of 96. Mrs. Honeyman was an active member of the American Planning and Civic Association and was widely known for her work for the improvement of Oregon roadsides. She was an organizer of the Oregon Roadside Council in 1931 and served as President of the group almost continuously until her retirement in 1946.

The Jessie M. Honeyman State Park, on the Oregon Coast Highway, was named in her honor in 1941. Mrs. Honeyman was also first President of the Portland Young Women's Christian Association when it was founded in 1900 and she helped to organize the Travelers' Aid Society for the Lewis and Clark exposition in 1905.

Mrs. Honeyman was born in Glasgow, Scotland, June 2, 1852, and came to the United States with her husband, Walter J. Honeyman.

In 1942 the University of Oregon awarded Mrs. Honeyman a Master of Arts degree in Public Service for her civic contributions. Besides being a member of the American Planning and Civic Association, Mrs. Honeyman was a member of the American Federation of Arts, The Garden Club of America, the American Forestry Association, American Nature Association and the Oregon Federation of Garden Clubs.

RAYMOND F. LEONARD

1908-1948

The planning world is shocked by the death of Raymond F. Leonard on Aug. 9 at the age of 40. He had taken over the post of Executive Director of the Philadelphia City Planning Commission on May 16 and barely one month later was stricken with leukemia.

Mr. Leonard had been a member of the American Planning and Civic Association since 1936 when he was connected with TVA. In 1945, he served as Chief, Urban Community Relations Division, TVA, but resigned in February of that year to become Chief of the Land Planning Division of the Philadelphia City Planning Commission.

A native of the Boston area, Mr. Leonard received the degree of Master of City Planning from Harvard University in 1931. Subsequently he engaged in city planning in New York and New England, and served on the planning staff at TVA from 1933 to 1937. In 1937 he was in technical and administrative charge of a regional field office for six southeastern States for the National Resources Planning Board. In 1940 he returned to TVA.

The Chairman of the Planning Commission, Edward Hopkinson, Jr., paid high tribute to Mr. Leonard for his technical planning competence.

Book Reviews

ROAD TO SURVIVAL. By William Vogt. With an introduction by Bernard M. Baruch. 335 pp. New York. William Sloane Associates. $4.

Mr. Vogt's book, which has been chosen as the August selection for the Book-of-the-Month Club, is assured of many readers. This is fortunate because the story he tells needs to be told and re-told until the American people take it to heart and begin the long, slow process of restoring our replaceable resources. The facts are not new to the little bands of crusaders who are trying to Wake Up America; but it must be news to the careless wasters and the groups of special interests who are exerting pressure on the Federal Government to relax the conservation policies already in effect.

Mr. Vogt points out that we have lost one-third of our irreplaceable top soil. We have lost about one-half of our high-grade timber resources. Our water reserves are shrinking. He, like Fairfield Osborn, presents the picture of an increasing population and decreasing sources of food.

The book covers world conditions, but citizens of this country first of all need to replenish their own resources, not only for themselves, but as an example to the rest of the world. At least forest and grazing cover and water supplies can be restored within a few generations, though centuries are required to build new top soils. All the more reason to conserve the top soil we still possess.

As Mr. Vogt declares, we have long been living off our resource capital. He claims that unless we shift from a "depletive" to a "sustained" system, our living standards are bound to go down.

If one considers the future of the human race on this earth and the future of the United States of America, this book and the volume written by Fairfield Osborn, may well be the two most important books which have appeared in the 20th Century.

Unless we read and heed we are a vanishing race!

FAIRFIELD OSBORN: Our Plundered Planet. Little Brown & Co. Boston, 1948. 217 pp. Dedicated to all who care about tomorrow.

Mr. Osborn has rendered a signal service in bringing together within the pages of a compact and readable book, selective information known to scientists but hardly made available in its entirety and with its interrelationships, to the lay reader.

His story is not a cheerful one, for those who are accustomed to thinking of the great leaders of our short history—either world or national—are put in their places by being reminded of what a minor place our world holds in the universe and what an insignificant period in the geological past our own known history occupies.

Mr. Osborn shows what the devastation of animal and plant life has been since the occupation of the American continent by the white man and draws analogies from ancient civilizations which passed into oblivion, apparently, from the same causes which are now operating with accelerated speed on our own continent.

He demolishes the theory that the United States of America can feed the peoples of the world who have allowed their forests, their ground cover and their fertile soils to deteriorate. He claims that the United States, if it continues its present course, will in the near future barely be able to feed its own people. He recalls the Malthus predictions so easily repudiated by political leaders while we still had our frontiers to exploit. He points out that populations are now multiplying rapidly while our natural resources are dwindling.

No one can read the book without realizing that it will take all the scientific knowledge we can muster and all of the unselfish public sentiment we can engender to stop our wasteful practices and adopt a national policy which will build our reserves of renewable resources into a stock pile which will ensure a decent standard of living for our people.

But if the people of other continents do not likewise undertake similar programs for what is yet salvagable of their natural resources, the impact upon the United States and Canada will be terrific. Mr. Osborn presents population statistics with a forceful pen but he does not spell out what must be evident to all who read his book: that some limits on population increase must be established. He does declare in his conclusion that man must recognize the necessity of cooperating with Nature and must temper his demands to conserve live natural resources of this earth in a manner that can provide for the continuation of his civilization.

The book is divided into two parts—1, The Planet, and 2, The Plunderer. An excellent bibliography is appended.

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John Horace McFarland
A TRIBUTE

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Dr. J. Horace McFarland of Harrisburg, Pennsylvania, who died on October 2, 1948, a few days after his 89th birthday, has left an indelible mark on three generations of American life, for from his early manhood to the day of his death he was active in civic improvement and community welfare. For nearly fifty years his name was nationally known as a leader in scientific, horticultural, conservation and planning movements. His love of his country was expressed in endless endeavors to bring its beauty to all the citizens and to conserve its glorious assets for future generations. He enriched his own life and the lives of others through his many activities. All those who came in contact with him must feel a great gratitude that he lived and that so many people were enabled to sit at his feet and catch his inspiration.

He was the founder of the American Civic Association and served as its first President. In 1900 he had been active in launching the National League for Civic Improvements Association, which later changed its name to the American League for Civic Improvement. Dr. McFarland served as President of the League from 1902 to 1904, when this organization merged with the American Park and Outdoor Art Association to establish the American Civic Association. Thus, the new organization came into being with the dual purpose of preserving outdoor beauty and of promoting landscape art and civic improvement.

As President of this new Association, Dr. McFarland set out to visit towns and cities in an effort to stimulate civic improvement. From coast to coast, he went about telling the "Harrisburg Story." He had been aroused by the high typhoid death rate in Harrisburg where the people were drinking unfiltered water from the Susquehanna River. He photographed up and down Paxton Creek, which dumped two-fifths of the city's refuse into the river and took pictures of the river bank to contrast the billboards in the city with the grass and trees up-river. These pictures were projected from lantern slides on screens of more than 500 towns where Dr. McFarland talked to clubs, schools and church groups. The reform was called the "Harrisburg Awakening," and from this center of operation, the movement spread all over the country and became the City Beautiful Idea.

For twenty years, Dr. McFarland served the American Civic Association as President and during that

time he had the pleasure many times of returning to the towns he had visited earlier to see built the actual parks and parkways, public buildings and civic centers undertaken at his behest.

Not all the activity of the Association centered on civic improvement. It was through the concerted public opinion focussed by the Association under Dr. McFarland's leadership that the control of Niagara Falls was taken away from the State of New York and the Province of Ontario and placed under the joint control of the International Niagara Falls Control Board, as a result of the Burton treaty between Great Britain and the United States. Dr. McFarland was the American representative on that Board by appointment of the President and he served successively under appointments by Presidents Coolidge, Hoover and Franklin D. Roosevelt.

In 1908 occurred an event of great significance and of great import to the American Civic Association. President Theodore Roosevelt called, in that year, a Conservation Conference of Governors in Washington and to this he invited public officials, university professors and officers of the leading conservation organizations. That Conference was called to give direction and impetus to the then comparatively new conservation of American forests. The President also had in mind a broad program of conservation to include lands, waters and minerals. From that Conference came proceedings three inches thick, but in over 200,000 words, not over 2,000 were devoted to conservation of natural scenery. Dr. McFarland shared with then Governor Charles Evans Hughes the honor of directing the attention of that Conference to this important subject. Said Dr. McFarland: "The National Parks, all too few in number and extent, ought to be held inviolate as intended by Congress . . . . The scenic value of all the national domain yet remaining should be jealously guarded as a distinctly important national resource, and not as a mere incidental increment . . . ."

Dr. McFarland's words acted as a spur to himself. From the time of that Conference, he put his dynamic personality behind the movement to secure a single agency in the U. S. Government which should be responsible for protecting and administering the national parks. He began to envisage the the system. For eight years, in and out of season, he worked to bring about results. He interviewed in turn Secretaries of the Interior Ballinger, Fisher, and Lane, telling the story and converting each one. It was in 1916 that the National Park Service was established with Stephen T. Mather as its first Director. The Act, as finally passed by Congress, was largely the result of consultation between officials of the Department of the Interior and Dr. McFarland, Frederick Law Olmsted and the late Henry A. Barker, representing the American Civic Association. It was a triumph for Dr. McFarland's foresight and vision and devotion to an idea.

In the long years of his life, Dr. McFarland campaigned for road-

side improvement. He was keenly interested in the fight for abolition of unsightly billboards and structures defacing the magnificent highway system which came into being as a result of the growing importance of the automobile. This part of the Association's work became an integral part of its program and commanded the support of persons all over the United States.

It was in the Coolidge administration that Dr. McFarland was appointed to the Advisory Committee on City Planning and Zoning by the then Secretary of Commerce, Herbert Hoover. This Committee brought out the significant pamphlets: City Planning Primer, A Standard City Planning Enabling Act, A Standard State Zoning Enabling Act and The Preparation of Zoning Ordinances.

At the October 9, 1924 meeting of the Board of Directors of the Association, Dr. McFarland explained that in consequence of painful disabilities, his physician had insisted that he reduce the activities which he had been carrying on so vigorously for so many years. He said at that time, that even though the American Civic Association was the most cherished of his activities, he felt that he must give up the Presidency and the financing of the Association's needed expansion, although he was both willing and glad to remain deeply interested in any duty, other than responsible control. Deep regret was expressed that Dr. McFarland thought it necessary to make this decision. He turned over the reins of the Presidency to Frederic A. Delano. Dr. McFarland continued to serve as a member of the Board of Directors and was a member of the Board at the time of his death. Mr. Delano served as President until 1935 when the American Civic Association merged with the National Conference on City Planning to form the American Planning and Civic Association, as it is known at the present time.

When Dr. McFarland was asked to state his vocation, he usually replied master printer and rose grower. He spent about three quarters of a century in his print shop, calculated from the time he was 12 years old, although he was about 19 when he engaged in a business under his own name on January 1, 1878. The story of his interest in printing goes back to his father, Col. George F. McFarland. In 1865, his father brought his family to Harrisburg from McAlisterville, Juniata County, Pennsylvania, where John Horace was born on September 24, 1859. In Harrisburg, Col. McFarland established a temperance newspaper, *The Temperance Vindicator*, which was short lived as a publication, but served to teach J. Horace McFarland the rudiments of printing. Then and there he was inoculated by the virus of printer's ink which proved a permanent vaccination.

The Mount Pleasant Press was established and in 1891 became the J. Horace McFarland Company, with Dr. McFarland as the one and only president. It is this firm which has printed the publications of the American Planning and Civic Association.

Internationally known as an eminent grower of roses and a distinguished authority on the subject of rose growing, Dr. McFarland grew 800 species at his Breeze Hill estate at Harrisburg. He was the author of five books on roses, and edited the American Rose Annual for 26 years. He helped organize the American Rose Society in 1916, was a former President of that Society and President-Emeritus at the time of his death. Three roses were named for him, Editor McFarland, The Doctor and J. Horace McFarland.

At the time of his death, four columns of newspaper print in the Harrisburg newspapers were devoted to the story of his achievements as the foremost citizen of Harrisburg. Only a partial account of his many activities has been attempted in this tribute. It is interesting to know that six gold medals were bestowed upon him in recognition of his outstanding services, among them the Cornelius Amory Pugsley gold medal with the inscription, "J. Horace McFarland, LHD., leader in the preservation of Niagara Falls, in establishing the National Park Service, in general city and park betterment, especially in Harrisburg, Pa." In 1924, he received the honorary degree of Doctor of Humane Letters from Dickinson College.

On May 22, 1884, Dr. McFarland married Lydia S. Walters, and they had two children, Robert B. McFarland, associated with his father in the publishing firm, and Miss Helen L. McFarland, both of whom survive. Mrs. McFarland died in 1947.

Dr. McFarland's funeral was conducted in Grace Methodist Church, Harrisburg, where he had been an active member for many years. In fact, he played the organ in this Church for a long time, as he was proficient on the old foot-pedal organ as well as the pipe organ.

Known as the Father of the National Park Service, the Grand Old Man of Gardening, the Leading Citizen of Harrisburg, the Crusader against Ugliness, he stands as a pioneer in the many fields of endeavor which are of especial interest to his old friends and colleagues of the American Planning and Civic Association. His memory will always be revered and his warm companionship and sagacious advice cherished forever. It will be difficult to realize that his staunch personality is no longer here, battling many problems with his brilliant pen and keen mind.

No single man has done more to preserve and safeguard America's heritage.

JOHN HORACE McFARLAND
1859—1948

First President of the American Civic Association, who held that office from 1904 to 1925. In his last will and testament Dr. McFarland bequeathed to the Association, "to build up which I have given much of my life since 1904, for its civic library, all the books in my library at Breeze Hill or elsewhere on city planning, civic betterment, citizenship, and kindred subjects, with the proviso that in each shall be inserted or inscribed a brief statement of the donation."

Reverse. —*Dr. McFarland at Breeze Hill, his Bellevue Park estate at Harrisburg, Pa., where he became master in 1909 and established his internationally famous rose garden.*

EDITORIAL COMMENT

Natural Resources Threatened

In the April PLANNING AND CIVIC COMMENT, we presented the personnel and purposes of the Commission on Organization of the Executive Branch of the Government, under the leadership of Hon. Herbert Hoover. The Commission is non-partisan and has been working through some twenty-two task forces under committees chosen from experts and civic leaders. It is perhaps to be expected that there would be some competition to secure certain Federal agencies in different existing and proposed Departments.

When the Commission set up the task force on Natural Resources under the Chairmanship of former Governor Leslie A. Miller of Wyoming, that action was thought to be an indication that the Commission had in mind a cabinet department to handle natural resources, either under the present name, Department of the Interior, or Conservation of Natural Resources. According to rumors current in Washington, this committee has made an excellent report accompanied by careful analysis of function, recommending a Department of Natural Resources.

However, from the prevailing accounts, the task force on Public Works, under the Chairmanship of Robert Moses, is recommending a new Department of Works, which would take over most of the activities of the existing Federal Works Agency and some others concerned with construction. But, mark this, possibly in order to create only one new Department to take the place of Interior, it is also recommended that the Conservation agencies be placed in this new Department, making it Works and Conservation. A more incongruous alignment could not be conceived! Federal control and direction of natural resources, on which the future of the Nation depends, is only maintained by dint of strong public opinion and effective leadership in the Cabinet. We need the kind of leadership we have had in the Department of the Interior under Hubert Work, Ray Lyman Wilbur, Harold L. Ickes and J. A. Krug. We could not expect that of a cabinet officer charged primarily with the construction of public works.

A counter proposal would be to place these natural resources, or part of them, in the Department of Agriculture, which is concerned primarily with research and service to farmers. In our experience, many of the burning questions in conservation have developed conflicts between conservation leaders and some of the farm groups, as witness the proposals of the Western stockmen to invade national parks, national forests and public domain through

unjustified privileges and even transfer of lands to the States and to the stockmen themselves.

Conservation leaders may not always be right, but generally they are concerned with what they conceive to be the public good, whereas vocational groups, however enlightened, are apt to look at the public good through the eyes of their own interests. If we are to protect our dwindling natural resources, including the national parks, the national forests, public domain, coal, oil and minerals, they should be grouped in a Department of Natural Resources, with a Secretary in the Cabinet to speak up for conservation, and not be submerged with other unrelated, and sometimes hostile, agencies in a Department where the conflict will be fought out within the Department rather than at Cabinet level.

Glacier View Project

In the July PLANNING AND CIVIC COMMENT we presented the case against the Glacier View Dam and Reservoir designed to encroach on 19,460 acres within the boundaries of Glacier National Park, including 5,535 acres of state-owned land which, in line with a recognized policy of the Department of the Interior, the Federal Government plans to acquire.

After detailed surveys and numerous local hearings, Col. Theron D. Weaver, the Division Engineer, has recommended definitely six projects in Montana, Idaho, Washington and Oregon for multiple-purpose dams and reservoirs in the interest of flood control, navigation, power and other water uses, and, in addition, the Glacier View project, conditional on the approval of the Secretary of the Interior. The Secretary of the Interior opposes this intrusion in Glacier National Park. This means, presumably, that the Division Engineer will follow his own suggestion and make a survey to find alternative sites.

However the Report is now before the Board of Engineers for Rivers and Harbors and interested parties have the privilege of presenting their views on any matters covered in the Report by communicating with the Board. The American Planning and Civic Association, therefore, has filed objection to the Glacier View project. It would appear that the principal reason for recommending the project is that it offers an obvious economy in cash outlay, though the cost in sacrifice of national park values would undoubtedly exceed any fancied savings.

This is principally a power project. Flood control was mentioned after the disastrous floods in the Northwest last spring. One wonders if navigation is not mentioned mainly to set up a non-reimbursable Federal contribution.

Congress adopted the amendment to the Federal Power Act of 1920 exempting national parks from the jurisdiction of the Federal Power Commission. The Department of the Interior has announced a policy under which the Reclamation Ser-

vice will not make surveys within national parks. The application of these principles would exclude power and reclamation from national parks. We cannot believe that a flood control and navigation program is dependent on the inclusion of the Glacier View project.

Our Association has always favored coordinated, comprehensive plans for developing the beneficial public uses of the waters of the United States; but we have claimed from the beginning that scenic and recreational uses of waters constitute one of the principal uses and should be considered along with power, navigation, reclamation and flood control. Thus, waters in our national parks should be exempt from these other unrelated uses. Less than one percent of our entire area is protected in the National Park System. It is not too much to insist that the economic development of our waters should be confined to the ninety-nine percent of the United States which is not protected by law and custom.

We believe that the Board of Engineers for Rivers and Harbors would be rendering a public service if it recognized these principles and disapproved the Glacier View project, as it did the project for power on the Potomac. That would settle the matter and the search could begin for alternative sites.

Housing and Urban Redevelopment

Under congressional and executive action, many of the objectives of the Taft Ellender Wagner Bill have been realized. But nothing was done about public housing in the 80th Congress. Research was neglected. And the very mild proposals for urban redevelopment, with small appropriations, were not included in any legislation.

It is thought that the 81st Congress will be more hospitable to public housing. The appropriations authorized in the TEW bill will probably be increased in the new bill to be introduced into the 81st Congress. In view of the accumulating needs, it would be desirable to increase the estimates for public housing, always keeping in mind the realistic allocation of materials and labor.

Few planners were ever very satisfied with the urban redevelopment provisions in the TEW bill, which approached urban redevelopment from the housing point of view. The amounts to be made available were hardly more than tokens. And the safeguards to insure adequate comprehensive planning were insufficient. The American Institute of Planners has recently issued a *Statement of Principles for Federal Urban Redevelopment Legislation*, in which it is set forth that the comprehensive and organic replanning of the entire urban area is the objective, so that as each redevelopment unit is realized, the community will be improved and not likely to repeat the old errors which led to slum deterioration.

(Continued on page 10)

Concessions in the National Parks

Seldom has there been produced a more thorough, objective report on any subject than the Report of the Concessions Advisory Group to the Secretary of the Interior, issued last spring. The Group was composed of Clem W. Collins, representing the Accounting Profession; Elmer Jenkins representing the Travel Industry; George D. Smith, representing the Hotel Industry; Charles P. Taft, representing the General Public; and Charles G. Woodbury, representing the Conservation Interests. Copies of this 130 page report are available on application to the Association headquarters.

In November, the Department of the Interior issued its memorandum of policy, running to some 30 pages. In most respects, the revised policy of the Department confirms, as did the group's report, the concessions practices which have been evolved by the National Park Service during the more than thirty-one years of its existence. The new policy differs in the following major respects:

It gives increased assurance to concessioners that they will fully recover their equity in any investment in structures or facilities in the event of transfer of operations to another concessioner or purchase of their properties by the government.

It establishes six percent as the fair rate of return on investment and provides for such adjustments in rates to be charged the public as will assure such a return, so far as possible. The concessioner would have priority up to six percent profit, on a cumulative basis, before making payments to the government, but the government would share in profits which exceeded that percentage. The government's share in profits exceeding six percent would be the only franchise fee charged the concessioner.

It provides for public notice of expired or soon-to-expire contracts in order that others than the existing concessioners may submit proposals with respect to operation of the concessions covered by those contracts. Previously, concessioners whose services have been satisfactory have been given prior rights of renewal. The experience of existing concessioners would be taken into account in considering comparative proposals.

The policy confirms the Department's long standing advocacy of ultimate government ownership, but not government operation, of basic concession facilities. It proposes also the conversion of existing non-profit-distributing corporations into regularly established government corporations, to assure appropriate budget and accounting controls and to fix their status firmly.

We would have preferred to see the Department follow the recommendations of the Group even more closely. In view of the dependence of the Federal Government on concessioners who provided their own capital for buildings and facilities,

it seems to us that these investors should be given priority when old contracts expire and we think that the equity they have in their investments should be based on fair appraisals. The time may come when the Federal Government will be authorized by Congress to purchase existing facilities and provide new ones, as recommended in the Report of the Concessions Group and accepted by the Department. Even then, bidders would have to be judged for ability and reliability. But until that day, the Federal Government owes a distinct debt to the concessioners who have carried the burden of capital investment, as well as operation, through good times and bad and, on the whole, according to the Group Report, have rendered excellent service at reasonable rates. Unless the Federal Government is prepared to take over the much-needed expansions, the principal concessioners deserve renewals of twenty-year contracts, with firm assurances of protection to their capital investment.

Strictly Personal

David Rockefeller, youngest son of the five sons of John D. Rockefeller, Jr., is giving service in the drafting of Westchester's first comprehensive 5-year planning program. He is especially interested in the proposed consolidation of the villages of Tarrytown and North Tarrytown into a city. If the Tarrytown plan succeeds it could set a pattern for other overlapping villages. Projects confronting him as an advisory commissioner involve new parkways and throughways costing many millions; airport expansion; improvements of existing highways, preservation of shore fronts, enlargement of county buildings and control of flash floods. His latest job is the Presidency of Morningside Heights, Inc., a new organization in New York for planning urban redevelopment.

James W. R. Adams, County Planner for Kent, England, has been elected President of the Town Planning Institute for the coming year. His brother, Frederick J. Adams is the President of the American Institute of Planners, U. S. A. Both are sons of the late Dr. Thomas Adams, distinguished British planner well known in both America and Great Britain.

William H. Schuchardt, former member of the Los Angeles City Planning Commission, and a former Board member of the APCA, has been elected president of the Los Angeles County Museum.

Dr. Gustav A. Swanson has accepted the position of head of the Department of Conservation at Cornell University, resigning his position as Chief of the Division of Wildlife Research of the U. S. Fish and Wildlife Service.

Bertram D. Tallamy was appointed New York State Superintendent of Public Works on September 2 by Gov. Dewey. Mr. Tallamy has been chief engineer of the Department of Public Works since July 1947. Prior to that he held the post of Deputy Superintendent. Mr. Tallamy succeeds Charles H. Sells, whose resignation became effective September 30. Mr. Sells has entered private practice.

Harlan P. Kelsey received the honorary degree of Doctor of Science from the University of Massachusetts on June 7, 1948 in recognition of his notable and enduring contributions in the fields of city planning—citing him as organizer of the first planning board and chairman of planning boards in the Commonwealth of Massachusetts, as well as editor of the first comprehensive standardization of plant names, with several other of his many distinguished accomplishments singled out for special mention.

Lawrence M. Cox, Executive Director of the Norfolk Redevelopment and Housing Authority has been elected 1948–49 President of NAHO.

Fischer S. Black, formerly with the Potomac Electric Power Co., of Washington, D. C., is now editor of Electrical World Magazine, New York City.

Sherwood Reeder has been appointed city manager of Richmond, Virginia. For the past four years, Mr. Reeder has been Executive Secretary of the Cincinnati Citizens Planning Association and Director of Master Planning for the City Planning Commission.

Hayden B. Johnson is now Director of the Poughkeepsie Area Development Commission, of Poughkeepsie, N. Y.

Housing and Urban Redevelopment

(Concluded from page 7)

This can best be achieved, we believe, by setting up a national redevelopment agency to dispense whatever Federal grants and loans are authorized, and to foster local redevelopment or land agencies which, under the broad program of the local planning commissions, would buy and clear the land ready for public and private users. No doubt public housing will be located in many of these areas. Public housing is needed in most cases to provide homes for the displaced persons in the redeveloped areas.

But we think that the machinery to be set up should be calculated to stand the long pull for replanning and rebuilding the entire communities to meet modern standards and needs.

Recent Court Decisions

Compiled by FLAVEL SHURTLEFF, Marshfield Hills, Mass.

Parking

Pennsylvania law gives to cities of the second class the right to establish Parking Authorities to acquire land for and to operate a permanent coordinated system of parking facilities. This purpose is declared in the law to be a public use for which eminent domain may be used.

In upholding the validity of this law the court cited the public need for the facility and the precedents. By 1945, 22 states and the District of Columbia had enacted similar parking laws, and as of 1946, 65 cities were maintaining parking lots. The court concluded that here eminent domain was properly used to facilitate and make safe the highway, and it was not a constitutional objection that the Parking Authority would, to some extent, conduct what may have heretofore been regarded as a private enterprise.

McSorley vs. Fitzgerald. 59 Atl. 2nd, 142. Pa. Supreme Court, May 1948.

Zoning

Liquor outlets; hardship.

The application for a liquor establishment within 1500 feet of three other such places was denied because of the prohibition in the Hartford, Connecticut zoning ordinance, but the applicant was granted a variance by the Board of Appeals.

A unanimous court said that nothing in the case disclosed a hardship, that to grant a variance would not be in harmony with the purpose and intent of the regulations, and that "*it would be a rare case when the facts would permit a variation of this particular regulation.*" The Board of Appeals had "indulged in an attempt at spot zoning which, if permitted, must often involve unfair and unreasonable discrimination and necessarily defeat in large measure the beneficial results of zoning regulation."

Delaney vs. Board of Appeals of Hartford. 134 Conn. 240. Supreme Court, December, 1947.

But the Connecticut court will not enforce a prohibition which because of its nature is improperly contained in a zoning ordinance.

Where the provision in the zoning ordinance limited liquor outlets to one for each 1500 residents, the court found that an exclusion based on population was improper zoning. A package store in an industrial zone should have been certified under the facts of the case as a proper use.

State ex rel Haverback vs. Thomson. 134 Conn. 288. Supreme Court, January 1948.

Non Conforming Use

Plaintiff owned a lot formerly in an industrial zone and used in contracting business for storage. It had a driveway to Mead Street. The lot became non-conforming on change of zone to residence. X Company, carrying on a factory in an industrial zone nearby, purchased a portion of a lot on Mead Street next to plaintiff's lot and used it for parking for its employees. It wanted to purchase plaintiff's lot and extend the parking area. Permit

was refused by building inspector and on appeal to the Board of Appeals, decision was to grant permit, but on condition that driveway to Mead Street be closed and only the approach to the lot from another street be used.

On appeal before trial court, judgment was for plaintiff, which this court unanimously confirmed, holding that this was a case of continuance of a non-conforming use (actually a change to a higher classification); consequently all incidents of the non-conforming use must be allowed. It was not the case of an "extension of an established industrial use" which, under the ordinance, could have been granted as an exception and could, therefore, be conditioned.

Abbadessa vs. Board of Zoning Appeals of New Haven, 134 Conn. 28. Supreme Court, July 1947.

Minimum Floor Area

The zoning ordinance of the city of Carrollton, Texas, requires a minimum floor area of 900 square feet in the B Residence Zone. Thompson proposed to build a house which had a floor area of 752 square feet and he was refused a building permit. This suit was brought to enjoin the enforcement of the floor area provision on the ground that it did not promote public health, safety, morals or general welfare and was an unjust limitation on the use of property.

The court quoted at great length and doubtless relied on an earlier Texas zoning case in which it was found that "harmonious appearance, appropriateness, good taste and beauty displayed in a neighborhood not only tend to conserve the value of property, but foster contentment and happiness among home owners."

The words of the zoning law of Texas were cited and especially the requirement in the law that zoning must be based on reasonable consideration for the character of the district and must conserve the value of building and encourage the most appropriate use of land. In the opinion of the court, the appellant Thompson has failed to discharge the burden of showing the unreasonableness of the section of the ordinance which was attacked.

Thompson *vs.* City of Carrollton, 211 So. W. 2nd, 970. Texas Court of Civil Appeals, April 1948.

Note: In finding that a minimum floor area provision is not unreasonable, the Texas Court is squarely opposed to the Michigan Court in the case of Senefsky vs. the City of Huntington Woods, 370 Michigan, 728. This case was called to the attention of the Texas Court which said that it would not be justified in following the holding in the Michigan case in view of the contrary holding by the Texas Courts and pointed out also the strongly dissenting opinion in the Michigan case. Because of the growing tendency to include minimum floor area provisions in the revision of zoning ordinances, the Texas case although not a decision of the highest court of the State, has special significance.

Meetings—Past and Future

Next Citizens Conference on Planning, Oklahoma City, March 28-30, 1949

The American Planning and Civic Association has accepted the invitation of the Oklahoma City Chamber of Commerce to hold its next Citizens Conference on Planning at Oklahoma City. Stanley Draper, who has served the Chamber for a good many years, has built up a solid reputation for success. The meetings he sponsors are always well attended and are followed by effective programs of action. On September 22, Harlean James met with Mr. Draper and his associates, and with Dr. Leonard Logan of the University of Oklahoma to select a date and make plans for the spring meeting. The local committee has requested the Association to stress the planning of small towns and the contribution of citizen leaders on planning commissions and in civic groups to the realization of plans.

Remember the dates—March 28-30, 1949.

Florida Entertains State Park Conference

On December 14, about the time this quarterly went to press, there convened at Sebring, Florida, the 28th National Conference on State Parks. Besides the Committee Reports and Conference speakers, the program included field trips in the Highlands Hammock State Park to show how the park is used. This proved to be a most interesting part of the program. The entire Conference was transported to Myakka River State Park, Sarasota, through the Town of Everglades and after a boat trip through the Ten Thousand Islands, the cavalcade started on to Miami. A more detailed account will appear later.

Two Missouri Meetings

Hugh Stephens, Chairman of the Missouri Chapter of the American Planning and Civic Association, arranged for two meetings of members in Missouri, to greet Harlean James, in September.

John M. Picton sent out notices for the Kansas City Lunch at the Kansas City Club on September 23. J. C. Nichols presided at the lunch which was attended by Mayor Tucker, City Manager Cookingham, U. S. Senator Kem, members of the Planning and Park Commissions, and Herbert Hare and other members of the Association.

The Saint Louis Lunch, which was held at the Mayfair Hotel on September 24, was arranged by F. E. Lawrence of the St. Louis Chamber of Commerce and presided over by Luther Ely Smith.

Zoning and Urban Redevelopment were discussed at both meetings and at both Harlean James described the status of the Federal City under the Constitution and analyzed certain measures which are being proposed for change.

Santa Barbara Meeting on August 30

On Monday, August 30, the Plans and Planting Committee of the Com-

munity Arts Association held the Annual Dinner on Community Planning in the Fremont Room of Eaton's Restaurant. The dinner was sponsored by C. W. Bradbury, Chairman of the Board of Supervisors; Norris Montgomery, Mayor of Santa Barbara; Dr. David England of the Chamber of Commerce; Rev. Joseph Ewing of the Citizens Advisory Council, Miss Pearl Chase of the Plans and Planting Committee in cooperation with the Santa Barbara County and City Planning Commissions and Improvement and Protective Associations. The speakers were Harlean James of the American Planning and Civic Association and Wallace C. Penfield, Consultant of Santa Barbara City Planning Commission. Comments were make by Harry C. Butcher of the Santa Barbara Radio Station KIST; Granvel Caster of Goleta; Al C. Weingand of Montecito and Thomas C. Warren of Carpinteria. It will be remembered that Santa Barbara was one of the first cities to adopt architectural control of buildings on the principal business streets. Unfortunately, the control was abandoned for a number of years as can easily be seen on the landscape. But Santa Barbara has again launched a program designed to bring about architectural unity which should prove one of its assets for the future. Mr. Penfield pointed out that the Mission Fathers were the first planners in Santa Barbara. But Santa Barbara cannot escape the challenge of a modern, growing city and the need for a new comprehensive plan which will include the region.

Stanford Workshop on Community Leadership

At Stanford University a Workshop on Community Leadership was held on August 18-21, under the direction of Dean A. John Bartky. On the first evening there was a symposium on what are the American Ideals as seen by an Anthropologist—Professor F. M. Keesing. of Stanford; a Sociologist—Professor Louis Wirth of Chicago; a Business Man—W. P. F. Brawner, President, San Francisco Chamber of Commerce; a Representative of Labor—Kenneth Hunter of United Steel Workers of America; Philosopher—Professor Theodore Greene of Yale. Dean Carl Spaeth of the Stanford Law School presided. Professor Floyd C. Wooton of the University of California in Los Angeles presented a standard by which to measure the *American Way of Life.* Frank Clarvoe, Editor of the *San Francisco News* and John W. Elwood, Manager of the National Broadcasting Company at San Francisco made valuable suggestions as to how to use the press and radio to foster American ideals.

But the most interesting phase of the workshop was the attention which it paid to the technique of group participation in the round table discussions scheduled each day. The 200 registrants were divided into a dozen round tables. Each was furnished with a chairman, a reporter and an observer. The round tables were judged in part by the degree of participation on the part of all members.

Professor Louis Wirth and Professor Theodore Greene each spoke at an evening session and after Professor Greene's exposition of community aims there was a lively discussion. There were consultants on fourteen subjects. Professor Wirth and Harlean James were the consultants on Community Planning and Housing.

Institute of Planners Meets

On September 16-18, at Long Beach, California, the American Institute of Planners held its first national meeting since the merger of the Institute and the California Planners Institute. The meetings were well attended and the program was stimulating.

There were panel discussions of the English New Towns Policy, Urban Redevelopment, Regional Shopping Centers; Offstreet Parking and Loading Zones; Zoning; Urban Freeways; Planning in the Los Angeles Metropolitan Area and the Planning Profession's Responsibility to the People. Reports were heard from the Committees on Planning Legislation, Civic Education and Public Relations; Planning Curricula; Personnel Classification and Standards; Professional Education; Publications, including the *Journal;* International Cooperation; Research; Land Policy and Greenbelt Towns.

President Frederick J. Adams headed the list of those who came out from the East. Gordon Stephenson, Head of the Department of Civic Design at the University of Liverpool, took part in the discussions. Among those who came from out-of-State cities were Scott Bagby, Robert W. Christensen, Myron Downs, Carl L. Gardner, David S. Geer, George H. Herrold, Harlean James, Floyd M. Jennings, H. Evert Kincaid; Robert Kingery, Frank H. Malley, Earl O. Mills, Corwin R. Mocine, Jack Mosier, G. Holmes Perkins, John M. Picton, Ralph R. Reinhardt, Oscar Sutermeister, Joshua H. Vogel and Louis B. Wetmore.

Werner Ruchti, Director of Planning in Long Beach, and his Committee, made excellent arrangements for the care and entertainment of the planners. On the first evening, the Southern California Planning Congress gave a dinner for the delegates and there was a banquet on the last evening, presided over by Charles B. Bennett, Los Angeles Director of Planning, at which Dean Arthur B. Gallion of the University of Southern California, spoke on *The University and City Planning.* Si Eisner was in charge of the comprehensive and enlightening field trip.

New York Regional Plan Conference

On November 16, the Third New York Regional Plan Conference was held at the Hotel Roosevelt. The attendance exceeded that of the two previous conferences, and included Mayors, planning board and zoning board chairmen, business men and industrialists, bankers and developers from different parts of the region. The twin morning and afternoon sessions covered Organization for Area Planning, Making Zoning Work for the Community; Recreation for Our Expanding Pop-

ulation and Planning Suburban Land Development. The lunch meeting, presided over by President Paul Windels, was devoted to New Directions in Regional Development. A technicolor Sound Film on Parkways for New Jersey was shown.

University of North Carolina Launches State Planning Program

On October 27, President Frank Graham opened a lunch conference at the Carolina Inn, Chapel Hill, N. C., which was attended by town and county officials and civic leaders from all parts of the State. Chancellor Robert B. House of the University presided. The speakers were Walter Blucher of the American Society of Planning Officials and Col. E. W. Palmer, Member of the Tennessee State Planning Commission and President of the *Kingsport Press*. From the reaction of the local officials and leaders it would seem that the movement to revive the State Planning Board and implement it to render planning service to local communities is well under way. In North Carolina, as in other States, it is coming to be recognized that there must be a well-informed citizenry if sound technical programs are to be applied. Undoubtedly we shall see an educational program of real magnitude launched by the University of North Carolina, which has an enviable reputation for intellectual leadership in the South.

The North Carolinians listened with interest to the experience of Tennessee as told by Col. Palmer. Said he:

> It is our considered judgment that the element which genuinely distinguishes the Tennessee program is the local planning assistance program and its services . . . . The Tennessee Commission, created in 1935 by an Act of the General Assembly, is composed of the Governor and eight other members appointed by the Governor. Its functions and duties, as set forth in the legislative enactment by which it was established, are "to plan for the development of the State's resources so as to promote the health, prosperity and welfare of the people of the State" . . . .
>
> The executive director's post and responsibilities compare with similar posts in private business enterprises . . . . The five working divisions are: Industrial Development; State Planning; Local Planning Assistance; Research; and Field Services . . . . The Commission issues a bimonthly–*The Tennessee Planner* . . . To carry on the local planning assistance program, it is essential that technicians be located within easy working distances from the communities they serve, hence, in Tennessee regional offices were established in Upper East Tennessee in Johnson City; in East Tennessee at Knoxville; in Middle Tennessee at Nashville, and in West Tennessee at Jackson . . . . At present there are 59 municipal planning commissions, 15 of which have powers extending beyond their corporate limits, 10 county planning commissions, and 2 community planning commissions serving unincorporated areas.

Besides the speakers the out-of-State guests included Lewis Mumford, Lawrence Durisch and Howard Menhinick of TVA in Knoxville; Mrs. C. Wharton Smith, Landscape Architect of Groton, Mass.; and Harlean James of the American Planning and Civic Association, Washington, D.C.

"Unto the Third and Fourth Generation"

Editor's Note: Any readers who know of other two-generation memberships in this Association are asked to communicate with the headquarters office.

The Gries Family

In the *May, 1948 Miami Alumnus* published by the Miami Alumni Association, there is an interesting account of the Grieses who have attended Miami University at Oxford, Ohio. In the class of 1905 were Ethel Goff and John M. Gries—now Mr. and Mrs. John M. Gries. Two of their three sons John, '32, Robert, '35, and George '38, married graduates of Miami. Dr. John Paul Gries in now on the staff of the South Dakota School of Mines. Robert is deputy to Chief, Finance Branch, Office of Military Government, Berlin sector. Dr. George Gries is Associate Professor of Agricultural Botany in the School of Agriculture, Purdue University and associate plant pathologist. Dr. Gries Sr. is a member of the Board of Directors of the American Planning and Civic Association and we are proud to state that Dr. and Mrs. Gries and their three sons are all members of the Association.

The Rockefellers

Mr. John D. Rockefeller, Jr. and the Rockefeller Brothers, his sons, collectively, are all members of the American Planning and Civic Association. During her lifetime, Mrs. John D. Rockefeller, Jr. was an interested member and contributor to the studies for legal control of roadsides.

The Wirths

Theodore Wirth, Superintendent Emeritus of the Minneapolis Park System formerly General Superintendent of Parks and Administrator of the City Park System of Minneapolis, which is an outstanding example of a city park system, has been a member of the American Planning and Civic Association since 1905. He is now a resident of La Jolla, California. His two sons, Conrad L. Wirth, Chief of Lands, National Park Service, and Walter L. Wirth, who has been Superintendent of Parks at New Haven, Conn., recently at Babler State Park, Centaur, Missouri, and is now Assistant Director of Parks, Harrisburg, Pennsylvania, are both members of the Association.

The Whitnalls

C. B. Whitnall, of Milwaukee, Wisconsin, active in movements for regional planning, zoning and park extension, and who promoted important campaigns for civic improvement and stimulated cooperation between city and county, has been a member of the American Planning and Civic Association for the past 25 years. His son, Gordon Whitnall, of Los Angeles, California, has also been a member of the Association for a long period of years. Mr. Gordon Whitnall has been Director of City Planning for Los Angeles, and is now a planning consultant and lecturer on City Planning at the University of Southern California.

The Harveys

Well known to all travelers is

the Fred Harvey Food Service under the Fred Harvey management for dining stations in trains, depots and hotels. The originator of this famous service was Frederick Henry Harvey of Kansas City, Mo., who was one of the pioneer contributing members of the American Civic Association. His two sons, Ford Harvey and Byron Harvey, both keenly interested in National Parks, also were supporters of the American Civic Association. Ford Harvey became a contributor in 1917, and upon his death in 1928, his son, Frederick H. Harvey continued the membership until his own untimely death in an aeroplane accident in 1936. Byron S. Harvey, President of Fred Harvey, Inc., since 1928, and his son Byron S. Harvey, Jr., now a member of the Board of Directors of the American Planning and Civic Association, both residents of Chicago, have continued this three-generation membership affiliation for a long period of years.

The Roosevelt-Delano Family

President Theodore Roosevelt held an honorary membership in the American Civic Association during the days when J. Horace McFarland was working to establish the National Park Service as a bureau of the Federal Government. President Roosevelt's niece, Mrs. Franklin D. Roosevelt carried a membership in the Association for nearly twenty years, and during that time, she served as a member of the Board of Directors. The Hon. Frederic A. Delano, second President of the American Civic Association, whose sister was the mother of Franklin D. Roosevelt, first became a member of the Association in 1913. His daughter, Mrs. James L. Houghteling, active in philanthropic work in Washington D. C., holds a membership in the Association and serves on the Committee of 100 on the Federal City.

The Tafts

President William Howard Taft became a member of the American Civic Association in 1908 and continued this membership until 1927. He addressed a session of the 7th Annual Convention of the Association, held in Washington D.C., on the subject of National Parks, saying: "Let us have the bureau." His son, Hon. Robert A. Taft, U. S. Senator from Ohio, has been a member of the Association since 1934, and his son, Charles P. Taft, carried a membership over a period of years.

The Merriams

John Campbell Merriam, illustrious paleontologist, former President of the Carnegie Institution, was a member of the Board of Directors of the American Civic Association. His son, Lawrence C. Merriam, regional director of the National Park Service, holds membership at the present time.

The Dealey Family

George B. Dealey, late publisher of the *Dallas News*, whose death occurred in 1946, was a beloved member of the old American Civic Association, having joined in 1908, during the infancy of the Association. Mr. Dealey's son-in-law, Mr. James M. Moroney of Dallas, Texas,

carries on the family membership. Mrs. Moroney visited Washington recently to see the 12-foot statue of her father which has been completed by Felix W. deWeldon, sculptor. The statue will be unveiled in Dallas, as a gift to the city next spring.

The Haubergs

Mrs. John H. Hauberg of Rock Island, Ill., became a member of the Association in 1937, and upon her death, Mr. Hauberg continued the membership, giving enthusiastic and generous support to the Association's projects. Also a staunch member is Mr. Hauberg's daughter, Mrs. Edward C. Sweeney, who makes her home in Chicago, Ill.

The Jacobsens

Mr. Charles Jacobsen, long a business and civic leader in the Nation's Capital, has been a contributing member of the Association since 1929. His distinguished son, Mr. Christian F. Jacobsen, who is President of the National Metropolitan Bank, and who serves as Treasurer of the Association, also carries a contributing membership in the Association.

These Three:

City Planning, Urban Redevelopment, Public Housing

By JOHN IHLDER, Executive Officer, National Capital Housing Authority

In the hope that the world will have a future worth the having, we are building and rebuilding our cities in the hope that they will be worth the building.

What we have done in the past does not satisfy. Experience has shown us that unless we mend our ways our cities face bankruptcy, financial and social. They are agglomerations, piece-meal productions, extravagantly costly to operate, awkward, inconvenient, with spreading areas of decay.

Because we cannot afford to continue what we have been doing we have created three public agencies: city or area planning, urban redevelopment, public housing to guide, aid and supplement our private-enterprise economy.

These agencies look to the future but they inherit from the past. They represent the boasted ability of the American people to adapt themselves to changing conditions. As our courts, representing order under law, took the place of vigilantes in the development of our western frontier, so now, facing the issue of orderly urban development, we seek guidance in the planning of our communities, we offer government aid in the redevelopment of those areas which have been spoiled, we provide public housing for that part of the population which cannot pay the profits necessary for proper private housing.

These three agencies have both advantage and disadvantage in that while looking to the future, they inherit from the past. Part of their inheritance has hazard for the

future. So deeply ingrained in us is the spirit of competition, the constant thought of individual advantage, that these three agencies may belie their promise by seeking to further what seems of immediate individual advantage to each at the expense of one of the others, and, therefore, at the expense of the community.

The planning agency, obviously, should think and plan in terms of the whole community and all its needs. Its plans must assure that each section of the community fits into a community pattern, that all the population and all its activities are adequately provided for. For if it were to give most consideration to one segment of territory or of population, ignoring or postponing consideration for others, it would defeat its purpose in being.

The redevelopment agency should assure that its disposition of the land it has acquired will be in the public interest, not in its own immediate interest. There is a temptation to redevelop the first redevelopment areas for the most immediately profitable uses in the hope that they will pay out. This, the agency may assume, will persuade taxpayers that every redevelopment area will yield a profitable proposition and so will cause those taxpayers to vote for additional bond issues. Such thinking is an inheritance from the private sub-division developer who bequeathed to us our present dead-end streets. A public redevelopment agency must have a broader vision than that of the private sub-divider. It must be prepared to lose money on a specific redevelopment project if this is to the advantage of the community as a whole.

The public housing agency should clearly recognize that it, too, must think in terms of the whole community. It supplements but does not compete with that which private enterprise can afford to do well. Its task is to remove the handicap imposed upon low-income persons and families by living in the unfit and over-crowded dwellings which they have been compelled to accept. The most difficult part of its task is management, not construction, because management is the key to good housing. But, like the planning agency and the redevelopment agency, it will fail of its purpose in being if it narrows its interest, narrows it to nothing more than the management of properties. Its concern is with all the low-income population of its community who are living in unfit or overcrowded dwellings.

These three agencies: planning, redevelopment, public housing, each has its special field. These fields overlap. So there must be team work. All three accept the proposition that our economy is a private-enterprise economy. All accept the lesson of experience, that private enterprise, like every other human device, has its limitations; must be guided, aided and supplemented. Planning guides, redevelopment aids, public housing supplements.

PLANS

Norris—A Planned Community

Back in 1933 Congress created the Tennessee Valley Authority to develop the water and land resources of the Tennessee River drainage basin. In connection with the building and operation of the Norris Dam, a townsite was located near the Dam and a freeway was built which connected with main highways to Knoxville and Cincinnati. The town, 21 miles from Knoxville, was built in 1933-34, first to house the construction crew and then to serve as a permanent residential community. The town was planned and built under the supervision of the then Division of Land Planning and Housing of the TVA, with Earle S. Draper serving as Director, Tracy B. Augur, Malcolm Dill and Carroll Towne as land planners, Roland Wank, Charles Barber and Louis Grandgent as principal architects, and James Bradner as engineer in charge of utilities. The town of Norris thus profited by the best planning skills.

The site occupies the rolling southeasterly wooded slope of a low ridge flanking the Clinch Valley, below Norris Dam, varying in elevation from 1,000 to 1,200 feet above sea level. The town is surrounded by small farming country.

In 1940 the TVA authorities decided to dispose of Norris, but because of the war, action was postponed until 1948 when the town, lock, stock and barrel, was put up for public auction, with its water supply, sewerage and power systems, its school, and its streets and shopping facilities.

The families living at Norris have liked the town, with its ample, wooded lots, its pleasant but modest houses, its curving roads and its nearby recreation parks. They organized to offer a bid on the town, but a Philadelphia Syndicate made the highest bid—$2,107,500, which was $346,500 above current book value as carried on TVA records, and $797,500 less than the total original cost, the difference representing depreciation.

A new coporation, headed by Milton Berger, a Philadelphia lawyer, with Erwin L. Ettinger as Secretary, has been organized under the name of Norris Properties, Inc. In the syndicate and operating company, Henry D. Epstein has been the prime mover. The company has chosen George L. Van Arsdale, former TVA manager of the town and reservoir properties, as its local Manager.

The Norris Freeway around the town is protected for 250 to 500 feet on each side of the right of way. The TVA has retained ownership of these strips of land in order to ensure the beauty of the approach roads to the town of Norris. Thus, motorists are afforded unobstructed views of the picturesque countryside.

NORRIS TOWN OFFICE

It is the announced intention of the new owners to cooperate with the Norris residents to secure the incorporation of the town as soon as possible after the State Legislature meets in January, 1949. Ultimately, of course, the owners of homes in Norris will be taxpaying citizens who must assume certain community responsibilities. In the meantime police and fire protection, once furnished by TVA have been taken over by Norris Properties, Inc. The new company will establish corporations for the operation of sewer and water systems. Pending the incorporation of the town and acquisition of the systems, these will be placed under control of the State Utility Commission.

The Norris School stands in ample, well-landscaped grounds and contains both elementary and high-school grades. It was part of the purchase and is now owned by the company, but currently operated by the Anderson County School Board under a one-year continuation of a former contract with TVA. Anderson County desires to buy the school, which is the second largest in the county.

The Shopping Center with the School in the Background

The new company expects to retain ownership of the store properties in the belief that the business center, which does not contain all of the desirable service establishments, will expand to meet the demands of the growing community. It is believed that there will be no difficulty in attracting desirable tenants. Norris Properties, Inc., sold the Norris Creamery to the lessee who had been operating it for a number of years. As a policy the company expects to give preference in leases to those now in business. The company expects to attract light industries dependent on power as soon as zoning and planning regulations can be worked out.

Old Grist Mill at Norris

Homes on West Norris Road showing the large yards with lawns and shrubbery which have made Norris a good town in which to live. There is no suggestion here of the monotony of a company town. It is expected that new residents will be attracted to Norris by the charm of the homes and their surroundings.

Norris Park

DEVELOPED PORTION
TOWN OF NORRIS
TENNESSEE
PREPARED BY THE
TENNESSEE VALLEY AUTHORITY
REGIONAL STUDIES DEPARTMENT
1942
REVISED 1948
KEY MAP
NORRIS RESERVOIR
NORRIS DAM
NORRIS PARK
CLINCH RIVER
TOWN OF NORRIS
TO LAKE CITY
TO CLINTON
TO KNOXVILLE
NORRIS SQUARE
WEST CIRCLE RD
EAST CIRCLE RD
DOGWOOD ROAD
DALE ROAD
ORCHARD ROAD
CRESCENT ROAD
PINE ROAD
HILLTOP LANE
WEST NORRIS ROAD
RIDGEWAY
OAK ROAD
GARDEN ROAD
SAWMILL ROAD TO WAREHOUSE ETC
TOWN OFFICE
DRUG STORE
FOOD MARKET
POST OFFICE
BELL TEL. OFFICE
BARBER & BEAUTY SHOP
NORRIS SCHOOL
TRADE SHOP
TENNIS COURTS
DOCTORS OFFICE FM-5 3 RMS
FM 28 3 RMS
FM 3 130 4 RMS
FM 24 5 RMS
OFFICES FORESTRY DEPT.
TOURIST HOME
DORMITORY
COMMUNITY BUILDING
POULTRY HOUSE
HORSE BARN
T.V.A. LAB.
U.S. BUREAU OF MINES
SCALE IN FEET
0 100 500 1000 1500 2000
—LEGEND—
GARAGE NUMBERS— I, II, III, ETC.
HOUSE NUMBERS—(EXAMPLE: 40-D2S W NORRIS RD)
STREET NUMBER— FIRST NUMBER AT HOUSE (EXAMPLE: 40)
HOUSE TYPE —— LAST NUMBER OR SYMBOL AT HOUSE (EXAMPLE: D2S)
(NOTE: CERTAIN SYMBOLS ARE EXPANDED TO INDICATE IMPROVEMENTS. EXAMPLE: 182-DE OAK RD., A CINDER BLOCK HOUSE (D), ELECTRIFIED (E). FLOOR PLANS ARE ON FILE.

PLAN OF DEVELOPMENT
TOWN OF NORRIS
TENNESSEE
PREPARED BY THE
TENNESSEE VALLEY AUTHORITY
DIVISION OF REGIONAL STUDIES
1948
LEGEND
EXISTING BUILDINGS
EXISTING STREETS
FUTURE STREETS
LOT LAYOUT IS DIAGRAMMATIC ONLY
SCALE IN FEET
PUMP HOUSE
RESERVOIR
NORRIS DAM
RESERVATION
CLINCH RIVER
T.V.A. PROPERTY BOUNDARY
BOUNDARY TRACT I
T.V.A. TRANSMISSION LINE R.O.W.
PROPOSED SCHOOL SITE
SCHOOL
BOUNDARY TRACT II
BOUNDARY TRACT III
STATE HIGHWAY 71
TO KNOXVILLE
TO CLINTON
TO ANDERSONVILLE
STATE HIGHWAY 61
T.V.A. PROPERTY BOUNDARY

The first map on the preceding pages shows the developed part of Norris where there are 337 families living today. Many commute to Knoxville. Others are engaged in local services, including teaching, and operation of shops in the business center. TVA Forestry and Cherokee–Norris Reservoir activities are also centered in Norris.

The second map shows the entire town as it was laid out by TVA, covering about 1,300 acres and conceived as a community of 4,000 or 5,000 residents. By the spring of 1949, after the bulk of the existing homes has been disposed of, the building of new homes will be undertaken as they are justified by the demand. They are expected to be attractive small homes in the medium-price class, with careful attention given to the design of the houses so that they will fit into the town of Norris.

A Norris Planning Commission was set up for the Norris area prior to the sale, under terms of the Tennessee law which permits the

State Planning Commission to appoint local planning commissions for unincorporated communities. The Commission has prepared a Master Plan and subdivision regulations in conformance with state legislation and has prepared a zoning plan which it is expected will be submitted to the County Court for adoption.

Opposite. A typical house of the electrified type. A substantial brick house glorified by native dogwood and garden plantings.

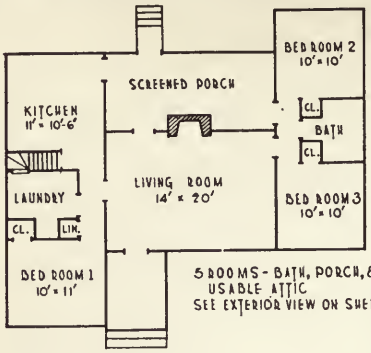
Below. The living-room of the brick house with a glimpse of the adjoining sunporch.

Orchard and Crescent Roads showing preservation of native trees and shrubbery, with winding roads and informal foot paths.

Right. Typical log cabin of the early settlers in the Norris Area.

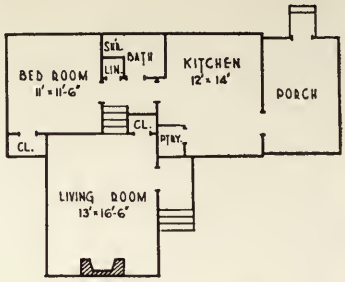
Below. A group of smaller houses on Hilltop Lane, Norris.

PLANS



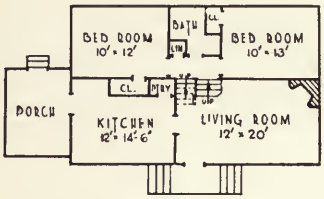
5 ROOMS - BATH, PORCH, & USABLE ATTIC
SEE EXTERIOR VIEW ON SHEET #3

54



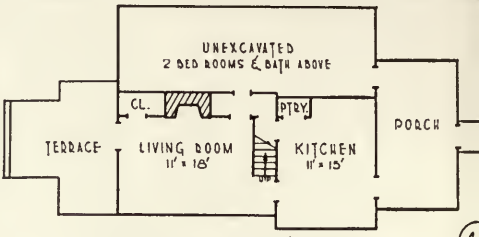
3 ROOMS - BATH & PORCH

3



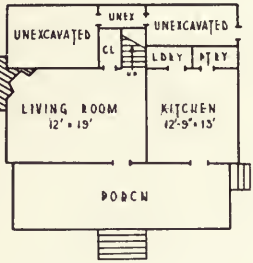
4 ROOMS - BATH & PORCH

43



4 ROOMS - BATH, PORCH, & TERRACE

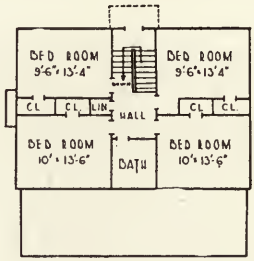
4



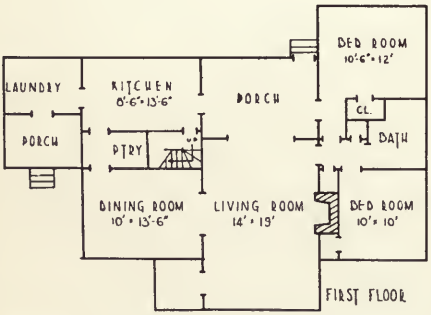
6 ROOMS - BATH & PORCH
SEE EXTERIOR VIEW ON SHEET #3

FIRST FLOOR

SECOND FLOOR



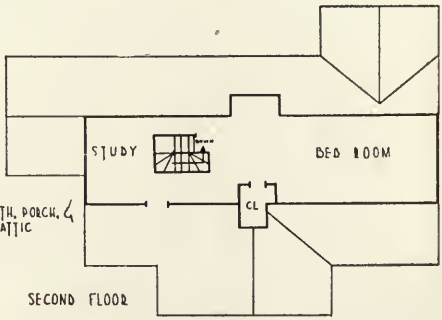
63



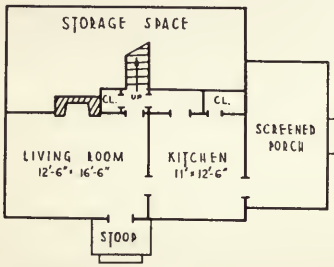
5 ROOMS - BATH, PORCH, & USABLE ATTIC

FIRST FLOOR

55



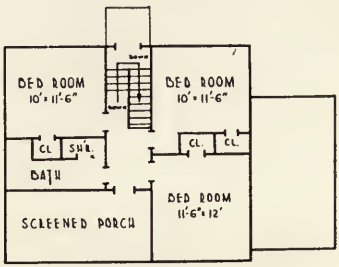
SECOND FLOOR



BATH & 5 ROOMS
2 SCREENED PORCHES

FIRST FLOOR

56



SECOND FLOOR

Big Ridge Park

Big Ridge Lodge

Left. East Circle viewed from Park Entrance to Norris Dam

Below. Norris Dam

State Park Notes

Compiled by JAMES H. HUSTED, National Park Service

The Association of Southeastern State Park Directors held their seventh annual meeting at Cumberland Falls State Park, Kentucky, on October 10 to 15. Ten of the southeastern States were represented. Round table discussions of various problems affecting state parks included such subjects as group camps, concessions operations, state parks for Negroes, public relations, prediction of visitation to state parks, and disposition of Federal Surplus Properties under Public Law 616, 80th Congress. Officers elected for the coming year were: B. R. Allison, Tennessee, President; Joseph F. Kaylor, Maryland, Vice-President and James L. Segrest, Alabama, Secretary-Treasurer. The next annual meeting is scheduled to be held at Jekyll Island State Park, Georgia.

The American Institute of Park Executives celebrated its golden anniversary at Boston on October 3 to 6. The convention paid tribute to its 26 founders, of which only two, Theodore Wirth and Charles P. Price, are still alive.

The 30th National Recreation Congress, sponsored by the National Recreation Association, was held in Omaha, Nebraska, on September 26 to 30. Several discussion groups were of especial interest to state park personnel, including those on Camping, Vacation and Tourist Recreation, Recreation Services of State Government Agencies, Park Recreation Problems, Recreation Use of Reservoirs, Water Fronts and Other Water Areas and Nature Activities.

"Saving a segment of History" is the title of an article by Dr. Jesse D. Jennings, a former archeologist of the National Park Service, in the October issue of *The Reclamation Era*. The author discusses the archeological investigations and excavations now being carried on by the Smithsonian Institution in the proposed reservoir areas of the Missouri River Basin.

The October issue of *State Government* contains two excellent articles entitled "Intergovernmental Plans for Pollution Control: Ohio River Valley" and "Federal-State-Local Cooperation: The Tennessee Valley." The former discusses the Ohio River Valley Water Sanitation Compact which was signed in Cincinnati on June 30, while the latter article discusses the various types of cooperation which have developed among the TVA and the state and local governments.

"The Annual Buyers' Guide for Equipment, Supplies and Services" is one of the features of the September issue of *Park Maintenance.* Also, the sale of a new book entitled *Liability in Public Recreation* was announced in this issue. The price is $3.00 and it can be obtained from *Park Maintenance,* P.O. Box 409, Appleton, Wisconsin.

The United States Travel Division of the National Park Service has issued the first two numbers of a monthly periodical entitled *Travel USA Bulletin.* They have also published the first two folders of the "Sources of Travel Information" series entitled *Travel Information Offices Maintained By States and Territories* and *Where to Get Information About State Parks and Recreational Areas.* In addition to the above publications, the Travel Division has also re-issued its 1940 study entitled *Recreational Travel and Land Use.*

The National Park Service has recently issued reprints of six additional sections of *Park and Recreation Structures.* These include *Organized Camp Facilities*; *Boathouses and Dependencies*; *Concessions and Refectories*; *Lodges, Inns and Hotels*; *Miscellaneous Sports Structures*; and *Picnic Fireplaces.* All of these are for sale by the Superintendent of Documents, Government Printing Office, Washington, D. C.

Public Law 733, 80th Congress, providing for the safeguarding of a large wilderness canoe country within the Superior National Forest, was signed by the President on June 21. This Act demonstrates to Canada the earnestness of the United States in seeking to establish, with Canadian cooperation, the Quetico–Superior International Peace Memorial Forest.

The Government Printing Office has recently issued reprints of additional sections of the National Park Service 1938 publication *Park and Recreation Structures.* The following sections are now available from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

Barriers, Walls, and Fences	$0.05
Bathhouses and Dependencies	.15
Boathouses and Dependencies	.10
Cabins	.20
Camp Furniture and Furnishings	.10
Comfort Stations and Privies	.15
Concessions and Refectories	.10
Drinking Fountains and Water Supply	.15
Lodges, Inns, and Hotels	.15
Miscellaneous Sports Structures	.10
Organized Camp Facilities	.40
Picnic Fireplaces	.10
Tent and Trailer Campsites	.10

Alabama. The Alabama State Planning Board recently issued a comprehensive report entitled *Public Recreation in Alabama.* This deals with recreational facilities and activities on four governmental levels—Federal, state, county and municipal—with especial emphasis on the municipal level. Aside from the introduction and the inventory of existing areas, the report is primarily concerned with proposals for improving and increasing the public recreational developments and services in the State. A number

of consultants assisted with this study, including James Segrest, Chief of the Division of State Parks, Monuments, and Historical Sites.

Alabama's Conservation Advisory Board adopted a resolution at its August meeting approving the acquisition of approximately 9,000 acres of land from the Tennessee Valley Authority. These holdings would be given the Department of Conservation by TVA, subject to improvement and development as recreation areas. The resolution asked that the Division of Parks, Monuments and Historical Sites furnish an estimate of cost and make further study of the most practical means to finance the improvements and developments required by TVA as a condition of transfer of these properties.

Connecticut. Thomas H. Desmond, landscape architect, has recently been appointed Superintendent of State Parks under the State Park and Forest Commission. For a number of years he has served the Commission as consultant on park and recreation planning problems.

Georgia. The Department of State Parks has issued an *Official State Parks Map* which is devoted entirely to Georgia's state parks.

Under a recent agreement the Department assumed responsibility on October 1 for maintenance of the five Atlanta Campaign Marker sites and the New Echota Marker National Memorial which were formerly administered by the National Park Service.

Illinois. Swimming Pool Operation, originally issued by the Department of Public Health in 1946, has been revised and re-issued this year. It is an excellent manual for those who operate swimming pools.

The summer issue of *Illinois Public Works* contains three articles pertaining to state parks or recreation: "Park System Extensively Improved During Past Year," a resumé of the improvements made at each of the state parks; "Survey to Shape Development for Des Plaines River," an article which indicates that recreation will be stressed in making these plans; and "The Story of Stone," an article describing the geological features of several Illinois state parks.

Indiana. The Indiana Economic Council issued a short time ago an interesting and unique publication called *It's About Time, A Guide to Community Recreation.*

During the past summer, several special events took place at Indiana state parks. The National A.A.U. Junior 10-meter Platform Diving Championships for men, were held at Shakamak State Park in August; the fifth annual Clifty Horse Show was held at Clifty Falls State Park in August; and the third annual Conservation Education Camp was held in June and July at Versailles State Park. And during October and November several Beagle Clubs and other sportsmen's organizations took over Versailles State Park for their annual field trials.

An article in the September issue of *Outdoor Indiana* entitled "South-

ern Indiana is Historian's Haven" describes the various state memorials administered by the Division of State Parks, Lands and Waters.

Kentucky. "Park Hotel Planning Being Pushed Forward Rapidly" is the title of an article in the Autumn issue of *In Kentucky* which describes the plans being made for the construction of hotels, lodges and vacation cabins in several Kentucky state parks.

A map entitled *Kentucky Parks,* well illustrated with pictures of state parks and containing a description of each area, has recently been published.

Louisiana. A new magazine, *Louisiana Conservationist,* published by the Louisiana Department of Wildlife and Fisheries, made its debut in September.

Maryland. The Board of Public Works of the State of Maryland recently voted to purchase a 537 acre tract of land on Chesapeake Bay to be used as a state park. This action is the result of the Bayside Park Act of 1945, which directed the Board of Natural Resources to recommend one or more sites suitable for a waterfront park to the Board of Public Works. A fund of $250,000 was set up at that time, of which $160,000 will be used for the purchase of this property. The area will be administered by the Department of State Forests and Parks, a division of the Board of Natural Resources.

Michigan. Arthur C. Elmer, Chief, Division of Parks and Recreation, has written an interesting article entitled "Organizing A Comprehensive State Park System" which was published in the September issue of *Parks and Recreation.*

It was reported in the November issue of *Michigan Conservation* that the 1949 Legislature would be asked to appropriate $4,100,000 for the development and improvement of Michigan's state parks and recreational areas. Nearly half of the amount sought would be spent in southeastern Michigan areas close to metropolitan centers. The proposed budget would cover the program until June 30, 1951.

Minnesota. The July-August issue of *The Conservation Volunteer* contains a prize winning essay entitled "Conservation Projects on Earth." This essay, in which the author envisions Minnesota and its state parks form the standpoint of a visitor from Mars, was the prize winner in the Fifth Annual Conservation Essay Contest. This annual contest is open to all high school students and this year had as it subject: "State Parks—Conserving Human Resources."

Nebraska. Carl F. Anderson recently succeeded Glen R. Foster as Supervisor of Lands and Waters in the Game, Forestation and Parks Commission. State parks will be under Mr. Anderson's jurisdiction.

New Hampshire. The State Forestry and Recreation Department has just announced the opening of Mount Sunapee State Park,

"a new public recreational development destined to become known as the family ski center of New England." It has a 3200-foot chair lift with a capacity of 400 skiers per hour. Three trails, each over 4,000 feet long and from 50 to 70 feet wide (a novice, intermediate and and expert trail), are designed to fit the skiing ability of every member of the family. There is also a rope tow on a large open slope, a practice ski slope and a ski school. In addition, there is a modern glass-enclosed and heated ski lodge, with fireplaces, lunch bar, ski shop and sun deck. This park will also be open in the summer for hiking, picnicking, and camping, as well as a scenic chair lift ride.

New Mexico. The Department of Government of the University of New Mexico issued in July an excellent booklet entitled *Recreation Administration in New Mexico,* which deals largely with recreation at the state level.

New York. According to the October-December issue of *National Parks Magazine,* the threat to the Moose River region of the State's magnificent Adirondack Park is imminent. The proposal of the Black River Regulating District Board to construct the Panther Mountain dam has not yet been defeated, although hearings were held by the Board in June and July. The article concluded by stating ". . . if the Board decides in favor of the dam, and if further opposition is to be made, it will be necessary to petition the courts for a review."

Ohio. The Division of Conservation and Natural Resources recently acquired and developed a new recreational area and bathing beach at East Harbor, on Lake Erie. This tract consists of 1100 acres of land and water with the beach extending for 2½ miles on one side of a neck of land. $260,000 has been appropriated for improvements. The October issue of *The Ohio Conservation Bulletin* states that "It's the first stretch of Lake Erie Shoreline secured by the State for free public use and enjoyment."

South Carolina. P. R. Plumer, who has been associated with South Carolina state parks in various capacities for several years, recently resigned from the South Carolina State Commission of Forestry. C.West Jacocks, Chief of Recreation, assumed the position of Director of State Parks on November 1.

Tennessee. "Tennessee's Recreational Future" is the name of an article in the August issue of *The Tennessee Planner* which discusses the tourist industry in the State and describes the activities of the Tennessee Tourist and Development Association.

Texas. Governor Beauford H. Jester has proposed a greatly expanded recreation program for Texas, coordinated by an interagency recreation committee, and enlargement of the state parks system, according to the July issue of *S-Parks.* In his "Report to the People of Texas," dated May 21,

1948, Governor Jester said: "No other state can hope to rival Texas in healthful recreation if we are alert to develop our exceptional park properties . . . There is a great need to meet a demand from the schools and youth organizations for group recreation facilities. The State Parks Board . . . has mapped a program for such facilities. Many opportunities for valuable new recreational areas are being made available by the Corps of Engineers in connection with their rivers and harbors work. We cannot hope to take full advantage of these opportunities to build health and character, to provide wholesome recreation and attract tourists if we continue our appropriation for the state parks at the present scale, which, it may astound you to learn, is less than two cents per person."

Washington. Harry T. Martin, former State Parks Director, has been elected to the office of State Treasurer. J. L. Chambers, who was Chief Engineer, is now Acting Director.

Paul V. Brown arrived in Seattle on Sept. 30 to take over his duties as Park Superintendent.

West Virginia. State parks in West Virginia received some excellent publicity when an article entitled "A Cabin in West Virginia" was published in the September issue of *Ford Times.* The article is well illustrated with watercolor paintings of two of the parks and a watercolor map of West Virginia which indicated the locations of the state parks and forests and also listed the facilities at each.

Tom Wallace Honored on Retirement

Tom Wallace was honored at a Pendennis Club dinner in Louisville, Kentucky, on the evening of September 14, as he retired from the active editorship of the *Louisville Times.* This occasion marked his formal retirement, but as Editor Emeritus, Mr. Wallace will contribute signed columns to the *Times'* editorial page three times each week.

Four speakers praised the works, crusades and achievements for which Mr. Wallace has become famous in his 48 years of active newspaper work. These were: Hal Lee, editor of the *Pan American Magazine;* Conrad L. Wirth, National Park Service; Nat R. Howard, editor of the *Cleveland News* and Barry Bingham, President of the *Louisville Times* and the *Courier Journal.*

For his long advocacy of conservation and promotion of inter-American friendship, Mr. Wallace has gained national acclaim. In 1946 he was elected President of the Izaak Walton League and in 1947 he was named President of the Inter-American Press Association. He is Vice-President of the American Planning and Civic Association and Chairman of the Board of the National Conference on State Parks.

"Among conservationists," said Mr. Wirth, in his address at the dinner, "Tom Wallace is the dean."

Commentaries

An editorial in the *Jackson Hole Courier* refers to the erection by the Landers Chamber of Commerce of two large billboards advertising the wonders of the Fremont County city, with the promise of more to come. The Editor recalls: "A few years ago, Mr. John D. Rockefeller, Jr., after visiting Jackson Hole, privately purchased for future public ownership much of the then privately owned land between the Gros Ventre bridge and Moran. He had roadside signs and other unsightly structures for the most part removed. Today it is doubtful that even his severest critics, if any, would want them or any part restored, to say nothing of what would have accumulated since. He is entitled to a lot of credit for the world-famous, beautiful drive from Jackson to Moran, marred as it still is by some blots on the landscape outside his control . . . It might, therefore, be well for civic organizations, the county assessor, and all other interested parties in Jackson Hole to cooperate in setting our own house in order by removing every possible sign. . ." The *Courier* suggests that these signs might be taxed or that the community might apply sanctions, *a la* League of Nations, against their business.

The Regional Planning Commission of Los Angeles County, of which Bert T. Harvey is Chairman, with Arthur A. Adams as Chief Engineer, has recently issued a popular pamphlet called: *Zoning and You*, which explains to citizens what zoning is, its purpose, and what it will and will not accomplish. There are listed five Zoning Will's and five Zoning Won'ts. There follows an abridged and simplified list of buildings and uses permitted in the different districts.

Albert H. Baum, building commissioner and ex officio a member of the City Plan Commission of St. Louis, and Mrs. Josephine Goldstein, citizen member, who attended the *Citizens Conference on Planning* at Newark, New Jersey last May, took back to the Planning Commission very comprehensive reports on the discussions and trend of opinion. Other planning commissions please copy.

The Bureau of Governmental Research and Services at the University of Washington issued in July, 1948 a Report on County Government in the State of Washington, outlining the effect of the proposed County Home Rule Constitutional Amendment. The Report was prepared by Ernest Howard Campbell, Assistant Director, and Herbert H. Legg, Jr., Research Associate. Four proposed constitutional amendments were submitted to the electorate for approval or rejection at the November election.

County home rule envisages the adoption of a charter by the county so as to clothe the county with a wide latitude of discretion to enable it to administer county government in harmony with the state constitution and general state legislation.

The City Planning Commission of Tacoma, Washington, under the Chairmanship of Rudolph A. Mueller, with J. Haslett Bell as Planning Consultant, on May 28, 1948 issued a Preliminary Report on Site, History and Population, as a part of the Tacoma Master Plan. The history begins with the geological formation of Puget Sound and the Cascade Mountains, which resulted in the deep harbor, with forests that came to the waters edge and abundant fish and game. Tacoma, it is said, is a place where commerce, industry and recreation can be carried on every month of the year, due to moderate temperatures. The growth of Tacoma up to 1930 spread out from the central business area in a close knit pattern, influenced by the slowly enlarging sewer, water and paved street pattern. Since then Tacoma has shown a definite tendency to spread out loosely with voids of vacant land between outlying real estate developments. Subdivisions have been placed upon the real estate market without sewers, water lines or surfaced streets. It is recommended that land subdivision control in the form of officially adopted land subdivision regulations, under existing state law, be established soon. *Only by good control of the need, the design and location of land developments can destructive and sporadic development be prevented.* And finally, *an adopted major street plan, adopted land subdivision regulations and a well prepared*

zoning ordinance are the three instruments that insure a solid and sound pattern of growth. In 1947 the population of Tacoma was 136,000, with nearly 198,000 in the metropolitan district. The prediction for 1970 is 166,800 for Tacoma and 257,900 for the metropolitan district.

In December, 1947 an outline of the Master Plan was presented in a Preliminary Report. A series of reports will be issued to cover the different elements of the plan.

In Seattle, a Committee on Parking Strip Care and Beautification, under the Chairmanship of Dr. John H. Hanley, with representatives from fourteen local organizations, has issued a comprehensive report which attacks the knotty problems of jurisdiction, the nature and extent of a basic plan, the need for bringing the report before the people and other important aspects which include financial cost and subsequent maintenance. Costs would include removal of present shrubs and trees which are misplaced, soil preparation, and planting of approved trees and/or grass. Lists of appropriate trees for varying conditions are given. It is recommended that a qualified City Landscape Engineer be employed. Appended to the report are references to the practices of four major cities—Milwaukee, and Madison, Wisconsin and Detroit and Kansas City.

The Izaak Walton League is circulating a letter written by Arthur H. Carhart of Denver protesting to the Editor of the Farm Journal, published in Philadelphia, against an unfair article in the October issue, under the title: "Give the Cattlemen a Fair Deal." After calling attention to many misstatements of fact, Mr. Carhart recalls that the national forests were established under the Act of March 3, 1891 for the perpetuation of the timber supply and the protection of the water shed. The other uses permitted under the Act of June 4, 1897 are not specified but they must not conflict with the primary purposes of the basic Act of 1891. Such grazing as is permitted by the U. S. Forest Service, must, under the law, cause no injury to the water shed. Mr. Carhart declares: "It would appear that you have allowed yourself to plead the selfish cause of a very small group within the ranks of Western stock operators, picturing them as martyrs, and in doing so, have disregarded the far greater agricultural area that includes the sugar beet farmers of most western States, the citrus growers of Texas, Arizona and California, and the far greater number of livestock operators, not holding permits on Federal lands." In view of recent reports it would seem that the paramount interest of the people of the United States lies in making the most of their forests and waters. Any damage to water-shed cover spells a dwindling natural resource.

Last June the *Texas State Planning Association* was formed at Austin, with Granville W. Moore, V. P. and General Manager, Greater Dallas Planning Council, *Chairman;* J. Matt Walker, County Engineer of Tarrant County, *Secretary-Treasurer;* Ralph S. Ellifrit, Director of City Planning, Houston; William Anderson, Planning Engineer, Corpus Cristi; and Vaughn E. Wilson, City Attorney, Lubbock, *Directors.* The purpose of the organization is to promote a sound, orderly and efficient city, metropolitan, county and regional development through the promotion of public education and understanding. In an article in the Magazine, *East Texas,* published by the East Texas Chamber of Commerce, President Moore states that early consideration should be given to providing County Planning Boards in each County to study and recommend to Commissioners' Courts the development of land for its best uses. To that end a County Planning Enabling Act is needed. The group which organized the Association consisted of Texas public officials, engineers, chambers of commerce, business men and civic leaders.

The Board of Geographic Names recently approved the naming of two peaks in Big Bend National Park for George M. Wright, former Chief Wildlife Division, and Roger W. Toll, former Superintendent of Yellowstone National Park who were killed in an automobile accident in 1936 while returning from an investigation of the then prospective national park.

Conference Held by Housing and Home Finance Agency

On October 18 the Administrator of the Housing and Home Finance Agency, Raymond M. Foley, met with representatives of a score or more national organizations who had been invited to attend. Mr. Foley, in opening the conference, expressed the opinion that we were achieving growing areas of agreement with respect to housing in the American scene. He realized that we had not achieved a full comprehensive program yet. Provision for slum clearance and housing for low-income groups were not contained in the Housing Act of 1948. However, all other provisions which had been contained in the Taft-Ellender-Wagner bill were passed in some form. There was one disappointment in that the research provisions were restricted to the encouragement and development of standardized building codes and standardized measurements. Mr. Foley pointed out that the aids to private enterprise must be considered by the Agency from the following points of view.

1. The major objectives of a desirable housing program could not be achieved by continuing the aids to private enterprise under the emergency-type legislation. The lending of money based on the previous *necessary current cost* formula under the emergency FHA title VI program placed a floor under cost and militated against reducing costs.

2. A transition period is necessary during which the emergency legislation will be brought to a close and the permanent type of credit aids will be revised and brought up to date. This is substantially carried out in the Housing Act of 1948 by the dropping of Section 603 and the liberalizing of Title II home financing of the National Housing Act.

3. Any type of liberalized financing should be aimed at incentives toward producing better housing at lower costs. This principle was adopted by Congress in the Housing Act of 1948.

4. While special provisions for rental housing under Section 608 of the National Housing Act is necessary, it should be continued only with some serious attempt at controlling inflation. Under the extension of Section 608, the cost formula is pegged to a certain date. The new title VII Yield Insurance Program should prove a tool to encourage rental housing.

Mr. Foley pointed out that the absence of further public housing legislation did not remove the problems of public housing from the housing agency's activities but in some ways tended to accentuate them, since there is the administration of low-rent housing projects, the war housing projects and the veterans re-use projects.

Mr. Foley explained that the Federal Government is disassociating itself as rapidly as possible from the war and veterans re-use programs. The McGreggor Act authorizes the transfer of all Federal interests in the veterans' re-use projects at educational institutions.

Mr. Foley reported that the creation of the Housing and Home Finance Agency under Reorganization Plan No. 3 of 1947 created a permanent overall housing agency, with a National Housing Council to represent the various agencies concerned with Government housing activities and programs.

For information, write Mrs. Flora Y. Hatcher, Dir. of Group Services.

A University Thesis for Billboard Control in Pennsylvania

In the *Traffic Quarterly*, published by the Eno Foundation for Highway Traffic Control, October, 1948, there is a significant article by Arthur H. Thompson, a practicing attorney in Pittsburgh, prepared as a special thesis under the Direction of Vice-Dean Charles B. Nutting of the School of Law of the University of Pittsburgh. In Allegheny County today, it is alleged, one advertising company alone owns 3,000 standard size billboards. On U. S. Route 1, near Philadelphia, traveling at fifty miles an hour, the motorist passes seventy signs every seventy seconds, or one a second! On a sixteen-mile stretch east of the New York line, there are 1,800 signs, or 112 a mile. Going south on Route 1 in 28½ miles there are 2,450 billboards and signs. On 300 miles of Route 1 in Florida, outside of towns, there are more than 1,000 billboards, 6,000 signboards and 14,000 signs on trees and business places. The industry represents an estimated capital investment of $125,000,000 with a yearly volume of business approximating $50,000,000.

Mr. Thompson calls attention to the depreciation of adjacent property to the *ribbon slums* which have developed from billboards, shacks, gas stations, hot-dog stands and junk yards. But he emphasizes the menace to safety in billboards placed on curves and at intersections and along highways where high speeds are permitted. He maintains that the State is upon substantial ground in enacting a statute to mitigate an obvious safety hazard. The State, also, he believes, has a substantial property interest in the beauty of the landscape, that the public has at enormous expense built a fine system of roads through the most beautiful parts of Pennsylvania.

In discussing the trend of cases involving the police power, Mr. Thompson cites the first decisions in which the courts began to recognize the aesthetic when it was coupled with other substantial grounds, such as public safety or general prosperity. He recalled the 1930 Supreme Court decision which upheld an Indianapolis ordinance that no billboard could be located within 500 feet of any park, parkway or boulevard. And within the last six years he lists decisions in New York, California and Pennsylvania which were based upon the protection of the aesthetic. The California decision is especially significant because it permits the extension of the *zoning* principle to rural areas to protect the *natural beauty of the landscape.*

In line with three Supreme Court decisions in the Philippines, Massachusetts and Vermont, Mr. Thompson concludes that Pennsylvania has ample authority to proceed. But where? He maintains that billboard laws now in effect do not generally accomplish the purpose for which they were intended. He believes that the most effective

way to clear our highways of billboards is to zone all our highways. Billboards then in rural areas could be permitted in certain areas and prohibited in others. Zoning, he states, may be on a state-wide basis or through township or county action. He suggests that excellent use has been made of what is known as an interim ordinance in the case of new roads. Because of local pressures against billboard control, Mr. Thompson advocates zoning on a statewide basis as the more practicable solution.

National Security Resources Board Report

The National Security Resources Board in September of 1948 issued a report on *National Security Factors in Industrial Location.* The report was intended to:

1. Alert Industrial leaders to the strategic significance of industrial plant location in the event of another war;
2. Suggest that industrial leaders think of strategic location or relocation of plant facilities as an added essential factor in any plans for plant expansion;
3. Impress upon industrial leaders the urgency for this type of thinking. Urgency not because a national emergency is necessarily imminent, but because 12 to 14 billions of dollars are being spent annually for new plants and new equipment. A substantial portion of these plants is being located in highly concentrated industrial areas, thereby increasing vulnerability in the event of attack.

The National Security Act of 1947 charged the Board with the duty of advising the President concerning the coordination of military, industrial, and civilian mobilization and specifically provided for:

> The strategic relocation of industries, services, government and economic activities, the continuous operation of which is essential to the nation's security.

The writers of the report declare that there is no known military defense against the atomic bomb except space.

According to the report:

> Studies made to date indicate that areas of industry concentration less than five square miles, or urban concentrations of less than 50,000 people, separated by about 10 miles of relatively open country, will be reasonably secure from attack under all circumstances expected to prevail. These factors may be employed as a yardstick in evaluating prospective sites, although, admittedly, such thumb-rules tend to oversimplify the problem.

Attention is called to the fact that decentralization of population and industry is actually taking place, that a host of pressures is at work in this direction. The Board makes it crystal clear that the job of dispersion is one that industry must assume for its own protection and that of national security.

The suggested changes would obviously require many years—perhaps a generation. By that time other effective methods of fighting the atom bomb may have been discovered, leaving only the consideration of civil life to dictate the pattern of industrial decentralization which is already under way.

Arizona Roadside Survey

In the November, 1948 *Nature Magazine*, there appears the Review of a Report on Arizona's roadsides based on a study of conditions made by Mr. and Mrs. W. L. Lawton of the National Roadside Council under the auspices of the American Nature Association. The Report opens with the statement: "Arizona has scenery to sell." Those familiar with the beautifully illustrated magazine called *Arizona Highways* can believe this statement. The Lawtons pay tribute to the Arizona State Highway Department for its excellent roads. But, according to the report, Arizona has caught the rash of billboards and signs advertising national products and local signs hawking everything from hot dogs to wild snakes. It is declared that Arizona's only sign regulation today is the prohibition of advertising signs on the right-of-way of the highways. The report suggests a basic law with annual license fee, and annual permit fee for each sign erected; requirement of adequate setbacks from right-of-way, curves and intersections, and the promotion of county zoning which can go much further in restricting signs to business areas and keeping the rural highways open.

Recently the magazine *Holiday* called Tucson a "sign-cluttered city," and the Lawtons point out that had intelligent city planning and zoning been in control when the tourist trek started, the tragic results in large part could have been prevented.

The illustrations show only too clearly that Arizona had a task ahead to rescue its really impressive scenery from the billboard blight.

Council on Historic Sites and Buildings

The National Council for Historic Sites and Buildings held its annual meeting at the National Gallery of Art, Washington, D. C., November 4 and 5. This was the first general meeting following two organization meetings in the spring and fall of 1947. Maj. Gen. U. S. Grant, 3rd, President, conducted the meeting.

Speakers at the opening session were Newton D. Drury, Director of the National Park Service and David E. Finley, Director of the National Gallery of Art and Chairman of the Board of the Council, both of whom paid tribute to the Council and its program.

Kenneth Chorley, President of Colonial Williamsburg, outlined the problems of interpreting the restoration to the general public. Gilmore D. Clarke outlined problems connected with the preservation of Federal architecture in Washington, D. C. Many other excellent statements were given, including reports of the Committee on Standards and Surveys on Criteria to be used in selecting historic sites and buildings, and the Committee on the Organization of the National Trust.

A fuller report on the addresses will be given in our next issue.

IN MEMORIAM

EDWARD MURRAY BASSETT
1863 - 1948

The death of Edward M. Bassett, at the age of 85, in Brooklyn, N. Y., marks the passing of another of the "giants" of city planning. Born in Brooklyn, on February 7, 1863, in the days of horse cars, kerosene lamps and corner pumps, he spanned a period of years of community development in the United States which owes much of its sound progress to his legal genius in the fields of planning and zoning.

In attempting to appraise briefly the extent of his contribution to these subjects, a most interesting reference source is the complete and very human account of his life which he published in 1939 as his *Autobiography*. Especially vital to his fellow members in the planning profession is Chapter XV, which is an account of his efforts in formulating a legal basis for the subject of community land planning. His conception of the elements of community land planning and the coordination of these elements is well worth quoting. He said: "My efforts have been to separate city planning from architecture, landscape architecture and cognate callings. . . . The elements of city planning are streets, parks, sites for public buildings, public reservations, zoning districts, routes of public utilities and harbor lines. . . . The object of my book, *Master Plan*, was to develop in simple language all the elements that can be shown on a master plan and to point out that no other subjects can be shown as elements."

Another Chapter in his *Autobiography* recalls the early history of his study and activity in zoning, which possibly marks his greatest contribution to this field through his particular legal explorations and conclusions. He refers to the well remembered Zoning Roundtables which were such a successful feature of the National Conference on City Planning and later the National Planning Conferences. These Roundtables grew over a period of years in attendance from 15 to 200, this despite the fact that they began at 7:30 in the morning. Mr. Bassett conducted a department in the quarterly, *City Planning*, the organ of the National Conference on City Planning (which was later taken over by PLANNING AND CIVIC COMMENT at the time of the merger with the American Civic Association), and he continued to conduct this department from 1935 through the October-December issue in 1940, when he asked to be relieved of the regular responsibility.

For a number of years Mr. Bassett served as a member of the Executive Board of the American Planning and Civic Association and at the time of his death he was a member of the Advisory Council. He served as Counsel of the Zoning Committee of New York and was a member of the Advisory Committee on Zoning,

appointed by Hon. Herbert Hoover, then Secretary of Commerce.

His two books, *Zoning* and *The Master Plan* are guides through the difficult maizes of these subjects and constitute permanent chapters in the history of planning and its indispensable element—zoning. His monumental contribution was to the progress of planning and zoning through his emphasis on a foundation of accepted legal precedent.

His life was varied and vivid, his wide acquaintance with the leading men of the day who were his personal friends, his profound and cultured interest in a great variety of subjects, his extensive travels in Europe, the Orient and every nook and corner of the United States, his preeminent position as lawyer, judge, Member of Congress, all ensure his outstanding place in the life of his time. His accomplishments in the world of planning are a challenge to those who come after him.

AUGUSTUS S. HOUGHTON

For more than a quarter of a century, Augustus S. Houghton was a leader in the conservation movement. He passed away suddenly in Paris while attending an international conference. He was identified with many national conservation organizations, and had been a member of the American Planning and Civic Association for more than a decade. He maintained residences in Florida and New York and had been active in setting up the Game and Fresh Water Commission in Florida. He had been selected to receive the annual award as the outstanding conservationist in the State of Florida to be presented at the Florida Wildlife Federation annual meeting recently held. By profession a lawyer, he gave generously of his legal lore in the cause of conservation.

CHESTER WELLS

1870 - 1948

On September 18, 1948 occurred the death of Capt. Chester Wells, U. S. N. (Ret.), a life member of the American Planning and Civic Association and a member of the Committee of 100 on the Federal City. Long active in civic interests in the National Capital, Capt. Wells was Chairman of the Board of Directors of Columbia Hospital, a Trustee of George Washington University and was connected with numerous other agencies. He entered the U. S. Naval Academy in 1887 and retired with the rank of Captain in 1924. His home, Woodend, one of the historic show places of the Washington environs, is located on Jones Mill Road, Chevy Chase, Maryland

MRS. HENRY FRANKEL

Love and appreciation of beauty in nature, unselfish devotion to the cause of mankind, together with a compelling desire to hold for the future those beauties of nature which were being destroyed, Mrs. Henry Frankel, as Chairman, brought to the Iowa Board of Conservation, and the infant Conservation Commission, wise and energetic leadership.

She served the State Park System during a critical period of expansion and development, when far reaching decisions in shaping developments and policies were required. Unstintingly given, were long days of travel, nights pouring over details in the cause of conservation. As a result of her courage, vision, effort and refusal to side step issue or principle, the Iowa State Park System was built on a solid foundation.

She continued to retain a keen interest in the acquisition and development of new sites, after relinquishing active leadership, and was never too busy to counsel and advise on administrative problems. She always was a source of inspiration to those in whom she had instilled her concepts of conservation.

To the National Conference on State Parks, as a member since 1925 and a life member on the Board of Directors since 1938, she brought those same qualities of leadership, vision and interest, willingly sharing with others her counsel and experience, that they too might recognize and develop their State possibilities which she saw so clearly.

The memory of Margo Frankel, her services to the citizens of Iowa, both living and future, is perpetuated in the Iowa State Park System.

V. W. Flickinger, Chief Division of Lands and Waters, Iowa State Conservation Commission.

Book Reviews

SURGING CITIES. A Secondary School Text Book. By Theodore T. McCrosky, Charles A. Blessing and J. Ross McKeever. 287 pp. Greater Boston Development Committee, Inc. With a foreword by Dr. John J. Mahoney, Professor of Education in Boston University.

The book, which was financed by "a generous grant from the Edward A. Filene Good Will Fund, Inc.," is a school text modeled after the famous Wacker's Manual, but larger and more detailed. The subject of planning has developed and the sights of the planners have been raised in the last 40 years, so that what they offer is a more complete job than could be envisioned in the early years of the twentieth century.

The volume is printed on coated paper on 8 X 10 pages, profusely illustrated by half-tone pictures, drawings and graphs. Part I covers *Urban Planning Problems and Solutions*, treated under 11 sections: The Evolution of Cities; Growth of Five American Cities—New York, Boston, Philadelphia, Chicago and Los Angeles; Residential Problems;

Traffic, Transit and Commuting Railroads; Business, Industry and Movement of Goods; Airports, Public Buildings and Utility Services; Four Outstanding City Plans —Peiping, Paris, Washington and London; Importance of the Regional Plan; The Planning Process; Legal Framework for Planning; and Financing the Plan. Part II—*Greater Boston Acts for Tomorrow* presents 11 sections covering Heritage of Past Growth; the People of Greater Boston; Planning for Residential Development; Traffic and Transit Plans; Railroad, Port and Aviation Improvements; Business and Industrial District Proposals; Parks, Public Buildings and Schools; Expansion of Regional Government; Legal Tools for Planning and Action; Summary of Plans and Proposals for Greater Boston's Future; and Citizen's Responsibility for the Future.

The text is written clearly in understandable English, supplied with a glossary of inevitably technical words and a Bibliography of books, pamphlets and periodicals. The State Planning Board, the Boston City Planning Board, the City Department of Public Works, the Metropolitan District Commission, the Metropolitan Transit Authority; the Port of Boston Authority; the Housing Association of Metropolitan Boston and a Committee of Teachers from the Boston High Schools collaborated with the authors.

NEW YORK: THE WORLD'S CAPITAL CITY. By Cleveland Rodgers and Rebecca Rankin. 398 pp. Illustrated. New York. Harper and Bros. 1948. Price $5.

Cleveland Rodgers, City Planning Commissioner (this time with Rebecca Rankin, New York Municipal Reference Librarian) has written another good book. The authors are conscious of the destiny which has shaped New York as a capital city. In the 17th Century it was a provincial capital. Established by the Dutch in 1626, it finally came under a long line of governors dominated from London. Much of the provincial capital was destroyed by the great fire of 1776 during the British occupation.

The authors pose the question: "How New Yorkers make a living is sometimes a mystery to the world at large." They tell of the commerce of the city, the extensive shipping, and the early battles for liberty which centered there.

For twenty months New York was capital of the Federated States, but in 1791 it ceased to be capital of the Nation and in 1796 it ceased to be capital of the Empire State. Little Old New York existed as a city for more than two centuries, but in 1898 it became Greater New York through the leadership of Andrew Haswell Green, who was also responsible for the creation of Central Park. Beginning with Governor Van Wyck who served 1898–1901 there were Seth Low, 1902–03; George B. McClellan, 1904–09; Wm. J. Gaynor, 1910–13; John Pur-

roy Mitchell, 1914–17; John F. Hylan, 1918–25; James J. Walker 1925–33; John P. O'Brien, 1933; Fiorello H. LaGuardia, 1934–45 and William O'Dwyer, the present incumbent.

New York as a port, as a railroad center and as a leader in transit comes in for comment as well as the contribution of the city of civic art and architecture. Robert Moses is presented as a Paul Bunyan come to town to remake the city.

Of special interest to readers of PLANNING AND CIVIC COMMENT is the account of the Regional Plan in which so many Civic Association members played an active part. It was George McAneny, Chairman of the City Plan Commission, who appointed a group of citizens headed by Charles D. Norton, including Edward M. Bassett, who had headed the Commission of Height of Buildings in 1913 to study the region. In addition there were also Robert W. deForest, John M. Stern, Dwight W. Morrow, and Frederic A. Delano. Subsequently Frank L. Polk, Frederic B. Pratt, Lawson Purdy, John H. Finlay, George McAneny and Henry James were added. Mr. Delano became Chairman on the death of Mr. Norton in 1922. The famous physical survey was organized under Nelson P. Lewis. Thomas Adams later became Director and Lawrence M. Orton, Secretary. The surveys and plan were completed in 1929, having been financed by the Sage Foundation. The Regional Plan Association was formed to advance the planning and keep the studies up to date, with George McAneny as President. In 1945 Mr. McAneny became Chairman and Paul Windels, President. E. McKim Norton, son of Charle D. Norton, is Executive Vice-President.

On January 22, 1941, the City Planning Commission adopted a Master Plan of Express Highways, Parkways and Major Streets. The parkways, as developed by Commissioner Moses, are regarded as models of beauty and utility.

New York's open spaces, its billion dollar budget, its perpetual housing problem and its public and private housing programs are described. It is pointed out that the people of New York own most of their utilities.

And now at last, the Parliament of Man is to be established on the East River. On land donated by John D. Rockefeller, Jr., there is now arising the home of the United Nations.

New York . . . epitomizes and visualizes the struggles, the failures and the successes of the masses of the people everywhere. It attracts and holds millions who come from choice and stay because New York is and always has been the City of Hope. And, despite the city's tragedies, wars, depressions, injustices, and other adversities, its annals constitute a success story that augurs a hopeful new beginning for New York and the world.

BUILDING ATLANTA'S FUTURE. By John E. Ivey, Jr., Nicholas J. Demerath, and Woodrow W. Breland. 306 pp. Chapel Hill. The University of North Carolina Press. 1948. Price $3.50.

As a special project of the Division of Research Interpretation, the Institute for Research in Social Science of the University of North Carolina, in cooperation with an advisory committee and the Atlanta Board of Education, presents this

book, written in the second person and addressed to the students in the Atlanta Public Schools.

Part I on *Raw Materials of Cities*, opens with a chapter entitled *Atlanta and You*, its regional setting and its resource base. Part II on *Cities Serve the People*, is broken down into Atlanta's people, its economy and land uses. Part III, *Meeting Group Needs*, covers Communities or Neighborhoods, Houses, Streets and Services and Social Resources. Part IV on *Guiding the City Growth*, describes How People Build Cities, Atlanta's Problem and the Challenge to the students who read.

Half tones, maps, charts and graphs illustrate the text.

CAMP SITE DEVELOPMENT. By Julian Harris Salomon. 105 pp. New York. Girl Scouts of America. 1948. Price $4.

This is a handbook on securing, planning and operating a permanent camp. Mr. Salomon declares that much of the success of camp groups depends upon the development of the site. Such a site must have a master plan, but, as the author states: "Camping is essentially simple living in the out-of-doors. Such structures as are provided in the modern camp are merely a means to this end."

Camp building begins with the provision of basic utilities—water, sewage disposal, access roads and bridges where necessary, and the provision of telephone and electric lines where these are possible and desirable. The administration area, which contains the dining hall and kitchen, the camp office, staff house, quarters for help, and the village green or civic center, must be well planned. Suggested plans for all these buildings are shown. Campers' living quarters may be in tents, cabins, lodges or mere shelters. Aquatic facilities are important. Plans for exteriors and floor layouts are given for various purposes, including swimming pools.

The basic standards that all Girl Scout camps must meet are summarized.

The 8 x 11 page lends itself to presentation of sketches and plans.

BUFFALO, YOUR CITY. By Alice Ennis Glazier and Edwin F. Rundell. 256 pp. Illustrated. Buffalo. Foster & Stewart Publishing Corp. 1947. Price $2.

This is a story of Buffalo—a large city where thousands of persons from all parts of the world have chosen to settle and make their homes. The book is written in the second person in the form of a text for school use. The history of Buffalo and its early settlements is told. The Ellicott Plan of 1805 is described. Buffalo is presented as a city of good neighbors, a center of commerce and industry and a city of schools with many cultural institutions. Recreation and social welfare facilities are described, together with provisions for the public health and safety and for public utilities. The government of the city is analyzed. Finally an outline is given for the Buffalo of Tomorrow as it can be with benefit of good planning. The book is illustrated with half tones and pen and ink sketches.

Recent Publications

Compiled by NANCY L. BUNN, Assistant Librarian, Rotch Library, School of Architecture and Planning, M.I.T.

Bollens, John C. THE PROBLEM OF GOVERNMENT IN THE SAN FRANCISCO BAY REGION. Berkeley, Calif., Bureau of Public Administration, University of California, 1948. 162 pages, maps, charts, tables. Paper bound, $2.00, cloth bound, $3.00

The San Francisco Bay Region, a rapidly expanding Metropolitan district, is examined in this study in respect to its physical, social and economic patterns. The regional problem created by the dispersed governmental units of the Metropolitan districts is thoroughly discussed with the recommendation that a large special district, to be governed by representatives chosen from memberships of the various city councils, be created.

Branch, Melville C. AERIAL PHOTOGRAPHY IN URBAN PLANNING AND RESEARCH. Cambridge, Mass., Harvard University Press, 1948. 150 pages, maps, photos., diagrs. $3.00.

Aerial photography will be increasingly useful as urban planning becomes a stronger force in American communities. With this thesis, Melville Branch analyzes the information which can be derived from various types of air photographs. In Part II of this carefully prepared document, he gathers together the special data necessary for the effective use of air photography in the field of urban planning. Aerial photographs effectively illustrate the book.

McCrosky, Theodore T. SURGING CITIES: A TEXTBOOK IN TWO PARTS. Boston, Greater Boston Development Committee, Inc., 1948. 287 p., illus. Paper bound $2.25, cloth bound $3.00.

Though written to develop a better understanding of planning problems and to encourage participation in their solution among the young people of greater Boston, SURGING CITIES is not too elementary to be of interest to adult citizens in all large cities.

New York. City Planning Commission. A PLAN FOR MANHATTAN CIVIC CENTER AND RELATED IMPROVEMENTS. Prepared by the City Planning Commission in collaboration with the office of the present Borough of Manhattan and other city agencies. New York (City), the Commission, 1948. $1.00

Photographs and drawings illustrate this realistic approach to a practical plan for the Manhattan civic center. Taking into consideration the future traffic flow, the freeing of desirable sites for building and the redevelopment of blighted sections, it will serve as a long-range guide as improvements are undertaken.

Rodgers, Cleveland and Rankin, Rebecca. NEW YORK: THE WORLD'S CAPITAL CITY, ITS DEVELOPMENTS AND CONTRIBUTION TO PROGRESS. New York, Harper, [1948.] 398 pages, plates, plans. $5.00.

Believing that there is a need for a constructive and affirmative understanding of New York City, the authors tell a continuing story of New York's significant developments and their interrelationships.

Weaver, Robert C. THE NEGRO GHETTO. New York, Harcourt Brace, [1948.] 369 pages, charts, tables. $3.75.

In his study of residential segregation, Mr. Weaver concerns himself with plans of action to alleviate the situation as well as with an analysis of the operating factors and resulting costs. Detailed attention is given to the North because this region has possibilities for the most immediate results, but the proposed solutions are valid in all regions of the country.

West Midland Group. CONURBATION: A PLANNING SURVEY OF BIRMINGHAM AND THE BLACK COUNTRY. London, Architectural Press, 1948. 288 pages, illus., maps (part col.) 30 shillings.

The Birmingham and Black Country conurbation, typical of the many aggregates of interdependent towns, suburbs and townships which grew up in Britain with the increase of population and industrialization, is investigated in its present developmental stage. With a combination of observation and statistical analysis, the West Midland group has brought together facts for future planning policy. The use of unusual photographs and maps make the book exceptional in its clearness and beauty of presentation.

Wilkens, E.B. MAPPING FOR PLANNING: A PROCEDURAL GUIDE FOR THE CLASSIFICATION AND MAPPING OF LAND USES AND RELATED TECHNICAL STUDIES. Chicago, Public Administration Service, 1948. 25 pages, charts, tables. $1.50.

The need for a standard classification of land use and information on symbols is realized by the author, who suggests a consistent technique in the mapping of basic planning data for the communities engaged in land-use surveys and revision of zoning ordinances. Included in this valuable guide are appropriate colors for the classified land uses and symbols and methods for applying color.

U. S. Housing and Home Finance Agency. THE HOUSING SITUATION: THE FACTUAL BACKGROUND. Washington, D. C., The Agency, 1948. 35 pages, tables. Free.

Since the 1940 census many significant developments have occurred to change the inventory of the housing situation. This sample study was conducted by the Census Bureau in 1947 and provides current data on national, regional and race of occupant bases on many aspects of the housing picture. The appendices contain valuable tables, estimates and bibliographical data.

U. S. National Security Resources Board. NATIONAL SECURITY FACTORS IN INDUSTRIAL LOCATION. Washington, D.C., the Board, 1948. 12 pages, illus. (part col.), photos. 15c.

The purpose of this booklet is to bring industrial leaders to an awareness of the significance of industrial plant location in event of a new war, and to bring their attention to the urgency for considering strategic location or relocation of plants as essential in their expansion programs. To achieve industrial security, the pamphlet proposes the adequate dispersion of industry to combat a potential enemy attack.

Planning Reports

California. Planning and Research, Office of the Director of. CALIFORNIA REPORTS ON PLANNING [Sacramento] The Office, 1948. 67 pages, tables.

Cincinnati. City Planning Commission. PUBLIC SERVICE FACILITIES. Cincinnati, The Commission, 1947. 119 pages, maps, plan, tables.

Consolidated Edison Company of New York, Inc. Industrial and Economic Development Department. POPULATION OF NEW YORK CITY, 1940-1948. New York, the Department, 1948. 19 pages, charts, graphs, tables.

Highway Research Board. Land Acquisition and Control of Highway Access and Adjacent Areas, Committee on. REPORT . . . AND SPECIAL PAPERS PRESENTED AT THE TWENTY-SEVENTH ANNUAL MEETING, 1947. Washington, D. C., The Board, 1948. 42 pages, illus., tables. Bulletin No. 10.

Long Beach, Calif. Chamber of Commerce. 1948 PARKS AND RECREATION SURVEY IN 68 CITIES OF 100,000—600,000 POPULATION. Long Beach, Calif. Chamber of Commerce, 1948. 15 pages, charts.

New York (City). Citizens Budget Commission. CITY TRAFFIC CONTROL. New York, The Commission, 1948. 40 pages, illus., charts.

Row, Arthur T. FRAMINGHAM: YOUR TOWN, YOUR PROBLEM. Prepared by the planning students in the Graduate School of Design, Harvard University. [1948] 60 pages, maps (part col.) charts, graphs, photos.

STATEMENT OF OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933, OF PLANNING AND CIVIC COMMENT published quarterly, at Harrisburg, Pa., for October 1, 1948. Washington D. C. ss:

Before me, a Notary in and for the State and county aforesaid, personally appeared Dora A. Padgett, who, having been duly sworn according to law, deposes and says that she is the Managing Editor of the Planning and Civic Comment, and that the following is, to the best of her knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor and business manager are: Publisher: American Planning and Civic Association and National Conference on State Parks, 901 Union Trust Building, Washington, D. C.; Editors: Harlean James, Flavel Shurtleff, Conrad L. Wirth, 901 Union Trust Building, Washington, D. C.; Managing Editor: Dora A. Padgett, Business Manager: None.

2. That the owner is: American Planning and Civic Association and National Conference on State Parks, 901 Union Trust Building, Washington, D. C.

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DORA A. PADGETT
Managing Editor

Sworn to and subscribed before me this 21st day of September, 1948

REGINA C. MCGIVERN
Notary Public, Washington, D. C.

(My commission expires Feb. 14, 1949)

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Comprehensive Plan for the National Capital Region

By U. S. GRANT, 3rd, Chairman, National Capital Park and Planning Commission

An address delivered at the Federal City Dinner, January 27, 1949, sponsored by the American Planning and Civic Association, its Committee of 100 on the Federal City and the Joint Committee on the National Capital.

For us who labor here in Washington day in and day out, during political campaigns and between times, for us who find our City Council, that is the Congress of the United States, changed by the votes of everyone in this great country except ourselves, for us it is always a very special occasion of heightened morale and encouragement, when we can welcome here the Joint Committee on the National Capital and feel the sense of renewed confidence in our task which the interest of these nine national professional societies gives us.

We think that Washington is a good place to live, a good place to work, and a good place to bring up a family. We think that now, under the searchlights of the world, it stands out as an exemplary city and a fitting capital for the Nation. We are sure that this is true only because our city was wisely planned in the first place, and that, at least from time to time, the original plan has been reviewed and revised. We know this would not be so, had there not been an active interest in its proper development on the part of certain important national societies, especially the ones represented on your Joint Committee, had there not been some enlightened Congressmen in every recurring session of the national legislature, who appreciated its possibilities and understood its needs, had there not been a continuous line of citizen leaders, anyway since 1869, who fought the fight for a worthy National Capital here and explained its needs and dangers to all who would listen.

But if we admit that Washington is a beautiful city, which is acclaimed by the visitors here, both from other parts of the U.S.A. and from abroad, still we know only too well that it too suffers from most of the urban diseases and shortcomings that afflict other cities. As long as this is the case, as long as in this or that particular its development responds to selfish at the expense of public interests, as long as it contains slums and blighted areas

that are a disgrace to the Nation, as long as it contains some 40,000 or more substandard houses, as long as 18,000 or more of its families cannot find safe and sanitary low rent shelter, as long as its public institutions, health and welfare facilities are inadequate and starved of the services they need, so long we will not admit that it is the best in city building our country can do. Certainly, Democracy can do better, and if it is to justify its existence in the opinion of the World Community, it must produce here at least one city that sets an example for the emulation of others and shows how these urban problems can be solved.

The National Capital Park and Planning Commission was established, we believe, to analyze these problems and point the way to their solution. In its basic law it was charged by Congress with this duty and with the making of "a comprehensive, consistent and coordinated plan for the National Capital and its environs"—full authority to make a regional plan as far as the Federal Government could give authority. In cooperation with the Federal Government, the States of Maryland and Virginia have set up planning commissions in their various contiguous local jurisdictions, and I am very glad to be able to say that there has been most cordial cooperation and general agreement between the local planning bodies and our Commission. The trouble they have encountered, as with us, has been to persuade their legislative and administrative authorities to abide by the plan, to do what is best for the urban region as a whole rather than what may serve some immediate need or limited but influential interest.

The National Capital Park and Planning Commission

Without reviewing here the History of the Plan of Washington, I shall describe briefly the present situation. Our Commission was set up in 1926 for three essential purposes: (1) To purchase land for a comprehensive park, parkway and playground system, (2) to make the comprehensive plan for the development of the National Capital Region and (3) by recommendations to the proper executive authorities to bring about the maximum of cooperation in the execution of the plan.

The system of parks, parkways and playgrounds was adopted by 1928; terms of agreement with the District of Columbia, Maryland and Virginia were given legislative sanction in the Capper-Cramton Act of 1930. Some delays in execution due to meager appropriations since the War, have delayed completion of this program as revised from year to year; but on the whole it is well along. All it needs is the regular annual appropriation to bring it to a conclusion without undue further delay.

Basic outlines of the comprehensive plan were presented to Congress in March 1928; more detailed study of special elements were reported in the Commission's annual reports 1929 to 1932. Legislation was obtained to assist its execution, such as the transfer of land act and the Alley Dwelling Act, or to carry

out certain features of it, such as the Capper-Cramton Act, the Public Buildings Program 1926, the 1938 amendment of the Zoning Act, the Recreation Board Act of 1942, etc.

But it was evident when I returned to duty with the Commission in 1942 that there would be urgent need immediately upon conclusion of the War for a thorough revision of the plan, to include all modifications made individually during the decade and a half that had elapsed since the Commission's last annual report. President Roosevelt directed me to get appropriations for this purpose, but he died before submission of the next estimates and funds were not forthcoming. Finally it was possible to include preparation of an up-to-date comprehensive plan in the D. C. Redevelopment Act of 1945 and with the loyal help of some friends of sound planning, part of the funds needed were obtained for the fiscal year 1948. However, no appropriation was made for this purpose during the current fiscal year or for further redevelopment area studies and plans.

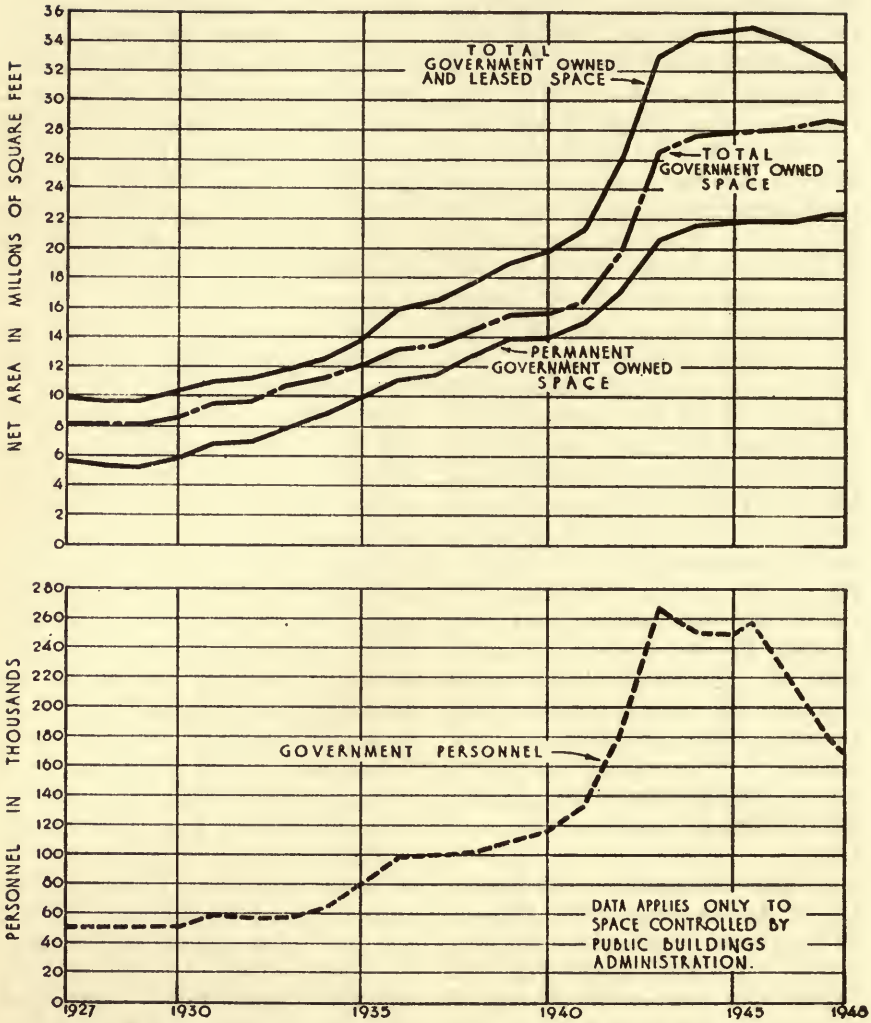
As the rear guard of Napoleon's Grand Armée found itself reduced at the end of 1812 to Marshal Ney and a Corporal's squad, so Mr. Nolen and two assistants and I now find ourselves the reductio ad absurdum of our comprehensive plan staff. Of course, Bartholomew & Associates, whom we were fortunate to get as consultants in the joint undertaking of preparing the background and basis of the plan, are completing their contract. But in the meantime some new problems and new considerations have entered the picture, which may call for material changes in what might otherwise have been the Commission's recommendations. In any case, the Commission has intended from the first that its comprehensive plan for a worthy Capital for the Nation should indeed be *Its* plan, and not that of any one else, passed on with a routine and perfunctory approval.

What I can offer you tonight is then not a completed, comprehensive plan, but rather a summary of some of the special problems which still have to be thought out to their ultimate conclusion and your reaction to which we would be only too grateful to have. The Commission's tentative attitude towards them still has to be considered and acted upon by the Citizen's Advisory Board, of which Mr. Claude Owen is the Chairman, and until the reaction of our local citizens finds such expression, I am sure our Commission would not be prepared to reach a final conclusion.

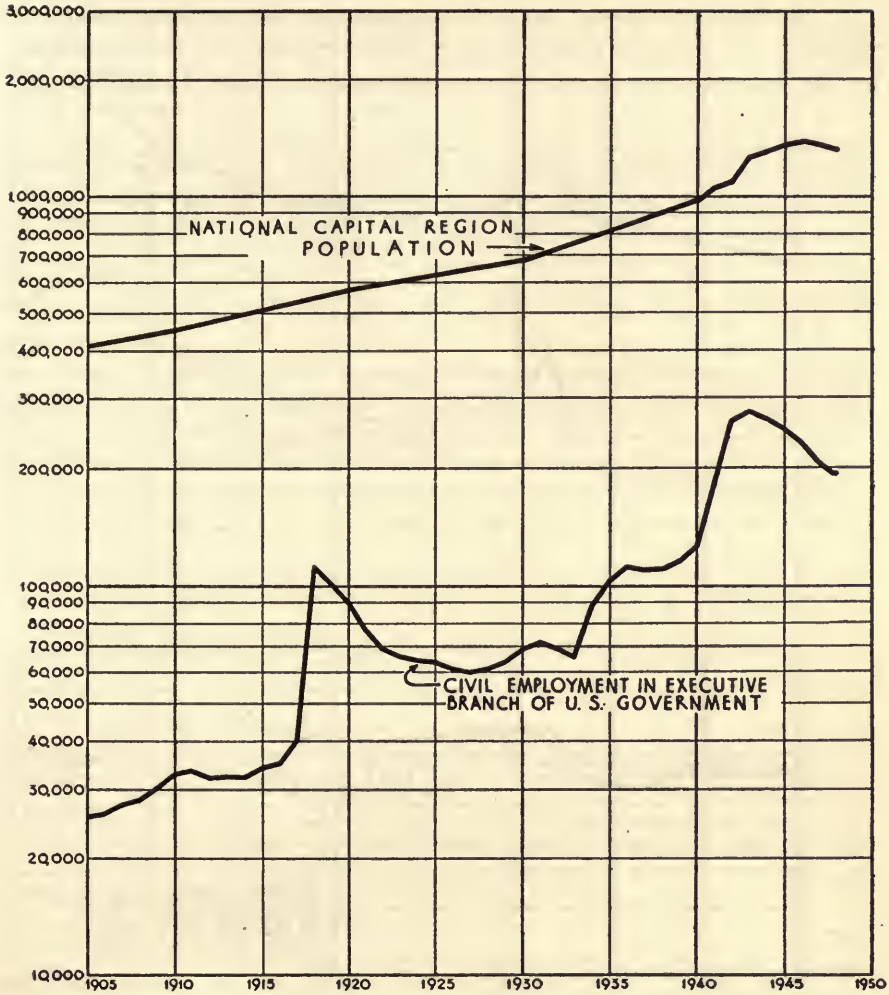
In any case, I have been forced to realize during the past months, while we have been gathering facts, statistics, and advice, that had we got out a plan report last autumn, as at first we hoped to do, it would inevitably have been a half-baked affair and would have fallen below what the Commission can and should do for the Capital of the United States.

The Seat of the Federal Government.

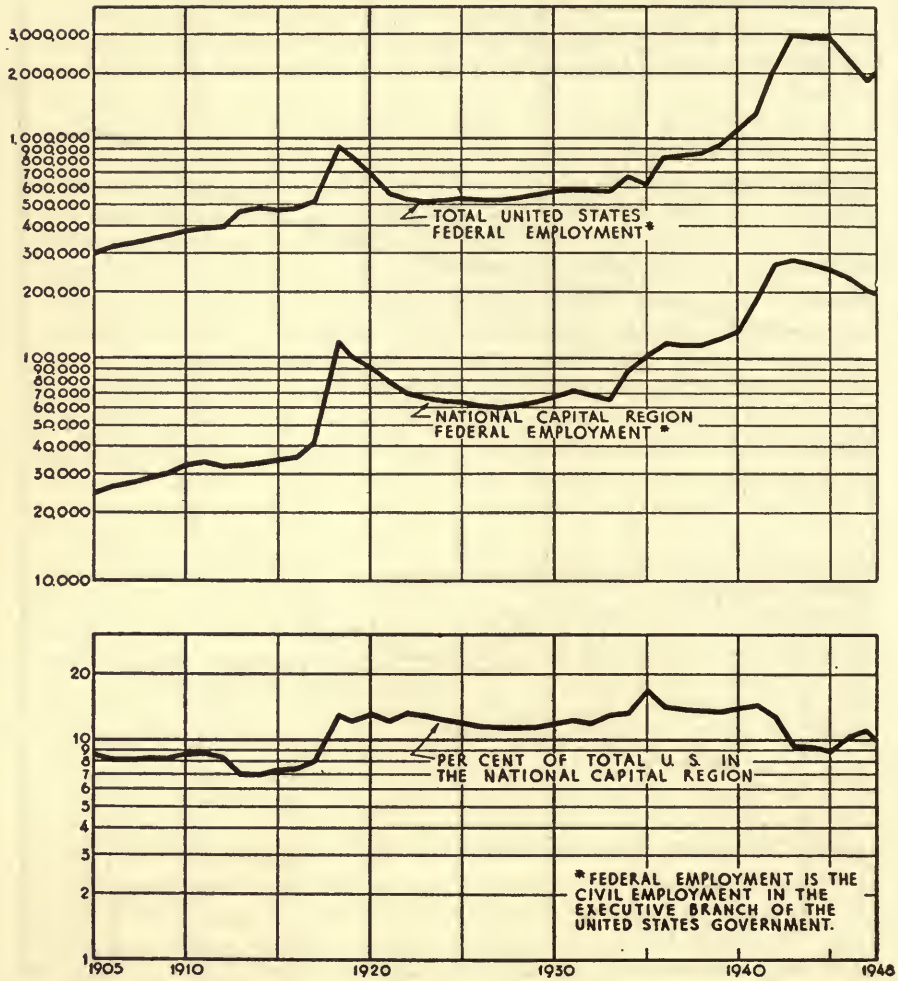
As other cities have grown about some feature especially favorable



GROWTH OF GOVERNMENT PERSONNEL AND FLOOR SPACE
NATIONAL CAPITAL REGION



POPULATION GROWTH AND GOVERNMENT EMPLOYMENT
NATIONAL CAPITAL REGION



FEDERAL EMPLOYMENT*
UNITED STATES ~ NATIONAL CAPITAL REGION

to commerce or some native industry, so Washington has grown with the Federal establishment and would not be an important city were it not the seat of a more and more important national government. There is a definite though varying relation between the number of Federal employees and the total population in the metropolitan area, for since World War I both the centers of Federal employment and the population have spread into the suburbs beyond the District of Columbia boundaries. While this ratio is lowest towards the end of a period of peace and governmental economy, and highest in time of war or emergency, it may be said that in the long run every employee added to the Federal establishment means six to seven people added to the total population.

Decentralization of business to the suburbs is a phenomenon less noticeable here than in other cities. Here it has been counteracted by the fact that the major industry is the Federal Government, and that its major centers of employment have generally remained centrally located. The presence close by of so many lunch hour and on-the-way-home shoppers and the 30% more or less who like to live within walking distance of their work, have to a great extent stabilized the central retail shopping and business district. Its value and the desirability of preventing an exodus such as has occurred in other cities may be appreciated when it is realized that this 1.7% of the taxable area of the District pays approximately 23% of the real estate tax.

On the other hand the supercharge of Federal employment in and around the central business area and the White House, induced by the war growth and the placing of new offices in temporary and rented buildings in this area, has created a congestion in the central business area that is rapidly bringing diminishing returns and threatening the stability of the central business area itself. Some faulty zoning changes in recent years have also fostered this decentralization. Thanks to the wide streets and their effective arrangement in this area, provided by the L'Enfant plan, our central area is daily receiving and discharging about twice the number of persons accommodated in that of St. Louis, a community of equivalent size and population. Yet the time seems to have come to stop the continued piling up of Federal employment into the congested central area west of the Capitol and to provide permanent buildings on sites already approved and others east of the Capitol for those now working in temporary buildings and rented offices, and for the inevitable future growth of agencies that must be kept together. Such a policy, if adopted promptly, would help maintain the present central business area values, would reduce congestion therein if backed up with traffic and parking relief, and would stimulate growth and new construction in the residential areas north and south of East Capitol Street, among the oldest and least active in recent years.

Of course, any such limitation would require the determined and

consistent backing of the President and the Congress. Our city is so popular that all agencies apparently insist upon a place in the Federal sun, and even those which functioned elsewhere during the War have been loud and vehement in their cries to come back. For years our Commission has encouraged the location outside the District of agencies not immediately concerned with the central Federal administration and legislation, and many such have been located in the suburbs. If the limitation on adding further to those in the central area is adopted, the question evidently arises as to where to put new offices needed as the Government grows in years to come.

From the strictly city planning standpoint it would seem preferable to locate such establishments in the vicinity of the Fort Drive, where property is not too expensive and they would have express road access to one another, to other Government offices in the central area, and to all close-in residential districts.

The National Defense Angle.

As already implied, the limitation of the Federal executive employment in the central area to the number now there, with provision for absolutely necessary increases, will require a reversal of policy and combined executive and legislative action. But the imperative necessity for such a change of policy is further emphasized when National Defence, the safety of the Federal establishment in case of war, is considered. The National Capital Park and Planning Commission is not the proper agency to define just what measures should be taken to provide against material injury to the National Capital and to the functioning of the Federal Government in case of an effective surprise attack from the air. But it is manifest that such measures will at best involve great expense and some lessening of administrative efficiency in time of peace, and that they will necessarily have a direct impact on the master plan.

The National Security Resources Board dealt with the possibility of such an attack and some of its characteristics in its estimate of "National Security Factors in Industrial Location" (July 22, 1948). An interesting study of the special problem of Washington was contained in Col. David B. Parker's article "Can Washington Be Defended Against An Atomic Bomb Attack?", which appeared in the Coast Artillery Journal for May-June 1947.

The capital of a nation is "a priori" a tempting target for psychological and political reasons, even if not a center of war industry. It is evident that some essential activities will merit being housed in special structures for adequate protection, but that the cost of such protection for the whole Government establishment would be prohibitive. Even rebuilding the city partly on such a plan as proposed by Messrs. Henry Churchill and Fred Severud (Architectural Forum, April 1948) would entail expenditures in excess of funds likely to be available. Some balanced system of decentrali-

zation therefore seems the most practicable solution. Manifestly, here is an element of the plan that will require further extensive investigation and study.

But our comprehensive plan for a worthy National Capital must not overlook this subject. It is clear that much deliberation with agencies most familiar with the dangers and possibilities of such an attack will be necessary, together with reliable estimates of cost of different possible solutions of the problem, before the calculated risks can be weighed against initial cost and expense of maintenance and administration. Any sound conclusion must be based on a cooperative study, which our Commission will, of course, be glad to undertake.

Looking forward to 1980, as we are attempting to do in our plan, international control of atomic energy and of war may have been established by then. The normal development of the community may again have been possible for several years and the normal plan for the National Capital will be reverted to after digressions from it, which were expedients to meet what we hope will prove but a temporary danger.

Population

To estimate in advance the probable population of the National Capital in 1960 or 1980 requires the solution of a very involved problem. Not only must the natural increase, which itself is constantly accelerating, be considered and the increase by migration combined therewith, but allowance must be made for possible variations because of unforeseen changes in the Federal personnel. Here the increases due to migration are preponderant. The proportion of inhabitants of the District born outside the area has varied from 54.6% in 1880 to 70% in 1900 and probably an even greater percentage during the height of World War II. Eighty-one % or 343,300 of the increase of 424,000 in the white population between 1900 and 1947 was due to inmigration, while 92.5% of the 158,000 increase in the colored population were inmigrants to the District. The difficulty becomes even greater when we attempt to foresee the school population, because the family status of the new arrivals in different waves varies greatly between the unmarried young people called in during a war and the more settled families of career civil service employees who gradually gather in the Capital during the quiet years between.

Under existing zoning and other existing conditions there is room in the District of Columbia itself for 1,050,000 to 1,100,000 inhabitants. Urban redevelopment and new building should increase this capacity, as also additional Government installations, both Federal and municipal, may do by stimulating rebuilding. Forgetting the refinements of various approaches to the problem and the differences that arise as the result of different bases of computation, it seems reasonable to assume that the District's population will approximate 1,000,000 and that of the entire metropolitan region 2,000,000 in 1980.

It is interesting to note in passing that the population here is distributed among different age groups in such a way as to encourage a high rate of employment: Whereas the average for the 17 largest cities is 37.2% of the population gainfully employed, in Washington 46.6% of the population is employed. The educational status of the Capital's population is also high. Finally, to assuage the fears of those who are foreseeing a population largely composed of dependent old people and minor children carried on the shoulders of an ever decreasing and ever more heavily burdened remainder of vigorous wage earners, "the District of Columbia has a smaller proportion of children and old people than the average for the urban areas in the Nation, and a high proportion in the medium age groups indicating that the migration to Washington attracts principally those in the middle age groups. . . . For both the Nation and Washington the proportion of the population found in the age groups 60 years and over in age is increasing, but the increase is less pronounced in Washington than in the Nation (at large). Most commentators view this fact with alarm, but their fears are premature. The rate of increase in the middle, or most productive, age group is two or three times as fast as the rate of increase in the oldest group. In Washington the selective migration produces a faster increase in the middle age group than is experienced by the country at large. This will produce a progressively more prosperous population in Washington. (Then) most of the workers here are under the Federal retirement system, which is unusually adequate. Within the next 30 years there should be no increasing financial burden because of the necessity of supporting indigent old persons."

Land Use, Zoning And Housing

The present land use and its relation to the existing zoning map and regulations has received much study. Washington was one of the first cities to have a zoning law, a limit on the height of buildings and a working zoning commission. However, enormous changes in size, population, and requirements have occurred in the intervening quarter century. The zoning situation is too intricate and too extensive to be even summarized tonight. Many shortcomings in the present zoning have become apparent, some inconsistencies. A glaring instance is the small part of the area zoned for multifamily dwellings that is so developed, in spite of the special demand here for such dwellings. There is also an evident excess of property zoned for commercial use over what is needed and mislocation of much of it. Finally, there is a rapidly approaching lack of industrial property with convenient railroad access. Nonconforming uses generally have a monopoly and so a differential in their favor. There is little hope of their dying off naturally.

While the zoning law and regulations have undoubtedly done much to stabilize the character of certain areas, have actually prevented the depreciation of others, and have per-

mitted many residences to remain homes for more than two generations, it is evident that the time has come to restudy in detail the map and to make some changes to meet new conditions. Likewise the regulations themselves have accumulated many amendments, have become involved and difficult of interpretation in some cases, and should be revised and simplified. But the greatest need seems to be to educate the community as a whole in the overall effect on their own property of inconsistent or harmful changes in zoning, even in widely distant parts of the city, so that such changes, when asked for purely selfish benefits at the expense of the public, will be resisted. Too often the interest seeking an unearned increment by a change of zoning is ably represented before the Zoning Commission, and the public interest is not represented or even not understood.

Therefore, we foresee the definite recommendation that the zoning regulations and map be restudied and revised in detail as soon as the personnel and funds can be made available; also that a definite term be set for the termination of nonconforming uses.

It is evident that the lack of housing, especially for persons in the low income brackets, is today the outstanding social problem in the District of Columbia. While other cities faced the same problem at the conclusion of hostilities, the District had neither the means nor the will to take the emergency remedial measures which gave some measure of relief elsewhere. The consequences have been much human suffering and misery, the break-up of many families even in these days of full employment, the continuance of overcrowding, the continued occupancy of dwellings unfit and unsafe for human use, the spread of slum conditions, sustained disease, juvenile delinquency, crime and their burden on the municipal treasury. To state that 15,000 veterans last year were unable to find fit housing which they could afford, or that 18,000 miscellaneous applicants are on the waiting list of the N.C.H.A., gives a measure of the extent of the need without conveying any idea of the cost in human suffering and social damage.

Manifestly, a substantial supply of low-rent dwelling units is needed immediately and funds for carrying out the provisions of the District of Columbia Redevelopment Act of 1945, which affords some promise of a permanent betterment if pushed aggressively for the next ten years. Washingtonians know the essential features of the law: (1) The Planning Commission selects the blighted areas and makes a project plan for each, (2) The District Commissioners hold a public hearing on each plan, and approve it or secure its modification, (3) A new agency, the Redevelopment Land Agency, then takes over, acquires the land and sees that the redevelopment plan is carried out, (4) Funds being advanced by the Federal Government up to $20,000,000, (5) Finally, at the end of ten years the project books are balanced and half of any loss is repaid the Treasury by the District. The first project plan has

been adopted by our Commission, a public hearing held, but not a cent has been appropriated for starting the acquisition of land or even for the necessary administrative expenses of the Land Agency so it can organize for its job.

On the whole the law is believed to be adequate, except for some crippling amendments that were inserted by interests hostile to public housing to impede its execution, which certainly need to be rescinded. However, the main trouble has been lack of funds, as seems to be the case with redevelopment projects in other parts of the country. Strange to say some of the most unreasonable opposition to the appropriation of funds has come from some groups of colored citizens, whose friends and neighbors would be the chief beneficiaries of the projects. This is particularly surprising when the stalwart support of the colored educators and social workers was so helpful in getting the legislation adopted in the first place. It is evident that they misunderstand what is proposed or have been misled by propaganda to thwart the effort that would help their poor brethren most.

One last problem in land use merits mention: The institutions with considerable acreage which have settled in the District. On the one hand fault is found with such extensive open grounds as the Soldiers' Home and National Arboretum, while on the other hand important and well known advisers come to us from other States and from abroad with a message that we must surround the city with a succession of open green belts. The part of wisdom seems to be to study each institution individually to determine whether it properly belongs in the Nation's Capital, whether it is putting any of its holdings to unjustified uses, whether it is blocking the city's normal circulation by cutting off main thoroughfares that are needed, whether in short it is in the public interest for it to remain here or for it to move elsewhere. To this end our Commission will repeat its previous recommendations for legislation setting up a special board to make this investigation, with authority to summon witnesses, question authorities having information, and responsibilities with respect to the institutions, and fully investigate the benefits as well as the possible disadvantages of each.

Schools, Recreation, And Parks

These three subjects can and must be passed over very briefly. The question of probable need for additional schools has, of course, been a matter continuously followed by our Commission. Now there has just recently been published a study made for the Board of Education and Congress with a special appropriation of $100,000. Evidently we must withhold our previous conclusions until we have had an opportunity to restudy them in the light of this Strayer Report.

The recreation system planned by our Commission and revised each year in cooperation with the Recreation Board and the Board of Education is generally admitted to be adequate and necessary, even though

it does not provide quite the acreage per capita thought desirable. In a city where the taxable area is subject to gradual dimunition, as here, and which must be economical, the Commission has felt justified in being conservative. What is mainly urgent is appropriations adequate to carry the acquisition of the land actually needed to a conclusion as soon as possible and before improvements and rebuilding make the cost prohibitive.

Similarly, the park system as planned seems adequate and generally meets with approval. The immediate need is the money to acquire the little land still required within the District and appropriations for the Park Service to make the improvements and do the maintenance work necessary to permit the greatest public use and benefit from the parks.

But the plans are not limited to the District. The park and parkway system approved by the Capper-Cramton Act in 1930, included the extension of District parks into the suburbs and the skeleton of a metropolitan regional park system. It is imperative that funds be made available annually to carry out the agreements with Maryland and Virginia. If members of Congress understood the importance of these regional parks, I am sure they would made adequate provision for them, again before the land is covered with buildings. Completion of the Baltimore-Washington Parkway and the Suitland Parkway, including the latter's connections with the South Capitol Street Bridge, is of course included in this program.

Streets, Highways, Traffic, And Transportation

To be sure, Washington has its traffic problems, its share of conjestion, its endless searches for a place to park. Being the Capital of the richest Nation does not protect it from the evils that afflict mankind elsewhere. However, as already pointed out, the broad streets provided by L'Enfant's plan handle adequately several times the traffic in our central area that occurs or can be handled in the streets of other comparable cities. Moreover, our peak congestion is of relatively short duration compared to that of other cities. Still, it is there, we are impatient, and it calls for a remedy. Much can be done immediately and at little expense to increase the capacity of the streets as they now exist. Designation of a system of thoroughfares on which through traffic will be favored to remove it as far as practicable from interference with local traffic; elimination of on-street parking and loading in the congested area; provision of appropriate area off-street parking facilities; and greater use of one-way traffic streets. In cooperation with the District Highway Department, the Public Roads Administration last summer made a regional traffic survey from which the desired traffic pattern should appear. This survey, after thorough analysis, should prove very helpful in designing and fixing priority for new highway projects. It should contain data never heretofore available, and it is in expectation of it that we have felt justified in delaying final drawings for this part of our comprehensive plan report.

However, there are certain obvious and already established facts about the street system which we can confidently consider now. To begin with let us look at the map showing the wide streets in the District, or at least those for which a right-of-way of 90 feet or more has been reserved. It stands out clearly that within the L'Enfant Plan there is a logical and balanced skeleton of thoroughfares. When you pass beyond his Boundary Avenue (our Florida Avenue) you find these major thoroughfares interrupted, in some cases like New Hampshire Avenue picked up again beyond an unplanned subdivision that grew up after the Civil War and before the 1898 Highway Plan. The map also shows conclusively that the 1898 Plan failed to provide any adequate crosstown connections. Evidently, far from being antiquated and obsolete, as suggested at a meeting on January 22, 1949, the L'Enfant Plan is still up-to-date and it is the subsequent plans which are obsolete, although they were probably thought more practical by their less far-sighted makers. Anyway, this situation was correctly appraised by our Commission from the beginning. To provide a rapid connection between outlying residential sections and between the various main arterial highways, the Commission proposed the Fort Drive, a circumferential express parkway. The right-of-way was relatively inexpensive to acquire, and 94 percent of it is owned by the Government now. It can be developed step by step, and the Military Road section crossing Rock Creek Park is on the program for early construction.

The Commission has also conceded for years that a further expansion in circumferential expressway to gather and distribute traffic before it enters the congested central area is needed. This need is becoming imperative. Such an expressway will be expensive to locate and build, and there will consequently be an urge to defer it, but delay will only increase the cost. We are recommending an alignment for it that seems on preliminary examination to be the least expensive and the least destructive of existing values. We also urge the official classification of streets according to their primary functions and their development.

The traffic flow maps show that the greater volume of automobile traffic comes from residential areas distant from the center, whereas the mass of public transport passengers come from the close-in residential areas. These facts justify two conclusions: (1) street cars are essentially local transportation and any extensive placing of them underground will not merely be money wasted but would largely bypass the passengers that now support them; (2) the more the entrance into the congested central area is facilitated for automobilists, the more owners of automobiles will be encouraged to live outside the District.

The case of buses is different from that of streetcars, as buses can pass one another, so that express bus service is possible and convenient, and buses can be rerouted to meet changing traffic demands without

expensive track and trolley construction. Indeed, the tremendously greater cost of streetcars and the now exorbitant cost of our underground trolley system make it plain that investment for new car lines will no longer be economically justified; that the present highly efficient streetcar system should be kept in use and gradually retired as it wears out or is amortized; that new lines of public transportation will be buses, running on both express and local schedules; and finally, that gradual replacement of streetcar service by buses can adequately care for the public transport needs of the community if the load on the central area is stabilized and diffused as proposed.

Municipal Art And The Amenities

Back in the 17th century Sir Henry Wotten said that "Sound building hath three elements: Firmness, commodity, and delight." Certainly Washington and Jefferson and L'Enfant meant that the element of delight should not be wanting in their city; and indeed it is not, in spite of constant pressure to destroy the amenities that have been saved for us. The city trees, the little and the large parks, historic spots where the traveller can stop and recreate the past in his imagination, in Piney Branch and Soapstone valleys the once teeming centers of Indian industry before the white man came, some houses of our great patriots and the statues which have preserved their human traits for us and remind us that their "usefulness hath rendered them worthy of general imitation, to invite the youth of succeeding generations to tread in the paths of those sages, or heroes," as L'Enfant intended. No one can deny the breath-taking inspiration of the unique central composition with its great mall and monuments framed by varied federal buildings from the Capitol to the White House and on to the Lincoln Memorial. Nature, the architect, the sculptor, and the engineer have all contributed their share to create the element of delight.

Of course, there are those who deride as old-fashioned and obsolete everything that lacks "the new look". There are those who would substitute the modernistic architecture inspired by the freight car and caboose for the classic style which the 1901 McMillan Commission thought more suitable for our public buildings. I don't know what, if anything, our Commission will finally recommend on this score, but for my part I shall continue to ask that some of the best things of the past at least be preserved as milestones to mark the development of our taste and culture, and that even the old State, War and Navy Building, of which my Grandfather said (when it was shown him with pride on his return from his trip around the world) that "it surpassed the most fantastic buildings he had seen abroad," that even this so-solidly built building be preserved as an object lesson of how wrong architects can be when they are most confident that they are right.

City planning is not city beautification. But a well balanced and

coordinated development, in which each element is felt to be adequate and adapted to its function, is a primary condition to a beautiful city as well as to a comfortable one. And so from time immemorial, dignity and civic beauty have been accepted as prerequisites to a worthy capital, and with the continued help of the Commission of Fine Arts, of the architects, the sculptors, and all others who can make a contribution, we propose that beauty continue to characterize our Nation's Capital. As President Hoover said: "Washington is not only the Nation's Capital, it is the symbol of America. By its dignity and architectural inspiration we stimulate pride in our country, we encourage that elevation of thought and character which comes from great architecture."

The Region

It ought not to be necessary to emphasize that the National Capital has outgrown the District of Columbia; federal activities and federal officials exist in quantities in the neighboring States of Maryland and Virginia, and that a balanced and sound development of the Capital is not practicable unless the growth of the suburbs and their improvements harmonize in essentials with the general plan. It is only possible to say here that the plan must be made in cooperation with the local planning officials and that ways must be found to secure a better understanding by the local executive authorities of the benefits to their communities of observing the sound planning principles which their own local planning commissions recommend.

It is also necessary to secure the cooperation of all Federal agencies in observing the plan so that Federal aid and Federal projects will make definite contributions to carrying out the plan.

The first step to achieve both these objects will be legislation along the lines recommended by the Bureau of the Budget in 1944, adding to our Commission's personnel a representative of the Federal Works Agency, a member each from Maryland and Virginia recommended by the Governor of each State, and providing changes in procedure.

In order to secure execution of features of the Regional Plan which are evidently not the responsibility of any one political entity, such as the Alexandria bridge, and to find ways and means of financing them, I suggest a tri-state administrative and construction agency like the New York Port Authority.

Conclusion and Recommendations

In conclusion, on behalf of the staff and myself, I can only plead for more patience while we try to finish in a year and a half and with only about $50,000 what other cities have almost uniformly taken three years and $350,000 to do. We must have the help of public opinion in the country at large as well as in our own metropolitan area to secure the funds needed for a more adequate staff, for carrying out our agreements with Maryland and Virginia for the regional park system, and for early progress on urban redevelopment. We need the same backing for legislation defining the

position of the Commission as the Government's central planning agency and the other changes recommended by the Bureau of the Budget.

We need a better appreciation on the part of the American people that they must assist in the cost of a worthy Capital, that they cannot leave it to the owners of less than half the land in the Federal District to do and pay for alone; and this understanding and appreciation must extend to their representatives in Congress assembled.

Only then can we be assured that this city will be fit to be, as the Supreme Court put it, "the capital—the very heart—of the Union itself, to be maintained as the permanent abiding place of all its supreme departments, and within which the immense powers of the general government were destined to be exercised for the great and expanding population of the 48 States, and for a future immeasurably beyond the prophetic vision of those who designed and created it."

The Sesquicentennial: An Occasion and an Opportunity

An Address by The Hon. Robert Woods Bliss, Chairman, Joint Committee on the National Capital at a Federal City Dinner in Washington, January 27, 1949.

It is my privilege to welcome you this evening on behalf of the three organizations whose guests you are, and to speak for a group of national associations—The American Planning and Civic Association, its Federal City Committee of 100, and the Joint Committee on the National Capital*—which, in turn, were brought together for group action in behalf of the District of Columbia . . . their capital as well as ours.

This Joint Committee on the National Capital is an informal, two-way organization through which these national civic, cultural, and professional associations . . . outstanding in their *recognition of responsibility* for the adequate development of their capital . . . may have a Listening post to keep informed on what is going on or what is being side-tracked, and channels through which to bring reinforcements in case of emergency.

This "recognition of responsi-

*The member-associations of the Joint Committee
The American Federation of Arts
The American Institute of Architects
The American Institute of Planners
The American Planning & Civic Association
The American Society of Landscape Architects
The Garden Club of America
The National Association of Real Estate Boards
The National Sculpture Society
The National Society of Mural Painters.

bility" is nothing new with these nationally conscious professions. A half-century ago, the American Institute of Architects initiated a crusade which launched the McMillan Commission and led to the revival of the L'Enfant plan, and a systematic park-planning and public-building program. A quarter of a century later, The American Civic Association . . . through its still-vigorous Committee of One Hundred and cooperating Federal City Committees all over the country . . . took the leadership in advancing legislation toward two ends which need furthering at this time: First it supplemented previous park planning by ways and means legislation for actual park acquisition, resulting in the Mount Vernon Parkway and extension of parks in Maryland and Virginia; Second, it supplemented park and public building planning with the first move toward city planning as such, through the establishment of The National Capital Park and Planning Commission.

All these associations are now banded together and seeking opportunities to cooperate on worthwhile undertakings whenever occasion offers. It so happens that both occasion and opportunity are just around the corner. The occasion is the coming Sesquicentennial of the District's establishment as the seat of government; the opportunity is to do now some of the things we have left undone.

In considering possibilities, we should turn the clock back to the Centennial of 1900 so that we may set our sights on the right objectives.

In 1900, there was a local Citizens' Committee, which projected a celebration to include . . .

. . . commemorative exercises in Congress;

. . . the cornerstone laying of a permanent memorial;

. . . a grand parade of military and civic organizations; and

. . . a culminating reception and ball.

Of these featured projects, only the Memorial Bridge to Arlington remains in the memory of man; but, of the incidental possibilities, merely considered by the committee, the following achievements are recorded as ultimately accomplished:

. . . The Municipal Building; the Hall of Fame; the restoration of the White House; the reclamation of the Anacostia flats; the enlargement of the Capitol grounds; the Triangle development; and the Supreme Court Building.

These accomplishments were not in the original program. On this occasion, therefore, let us not set our sights too low. Let us weigh our programs against time and consequence. By what *permanent* benefit will our Sesquicentennial be remembered on the next occasion, fifty years from now? Will commemorative exercises, exhibits, pagentry leave any more *lasting* mark on our future than on our past? What can we do to achieve something more lasting than the memory of a previous Exposition or World's Fair?

Considering now the various op-

portunities presented by the current occasion, and again checking back with the Centennial, the outstanding product of 1900 was a plan and a program, "THE PLANS OF 1901," which became such a fetish that it was long thought to be the ultimate of planning . . . whereas it was merely a projected park and public building development. It was not until a quarter of a century had elapsed that the set-up was broadened to cover the region as well as the city, and to deal with *all* the elements of city planning. The base was broadened but the foundations were still left inadequate. Even our Washington monument, imposing as it looked for decades, had to be underpinned . . . and we have something of the same task before us. Our Planning Commission, which should be implemented for real accomplishment, lags behind lesser cities for lack of adequate agency participation, lack of staff, lack of authority and lack of funds even to make its findings known to the public concerned, to the handicap and discouragement of those who struggle against such odds.

The remedy is at hand . . . it is action on the Budget Bureau's scholarly analysis of the planning situation and its recommendation for corrective legislation. If we can help to bring this legislation into being, placing planning on a firm basis, giving it the needed funds to do its work and saving needed park and playground lands for posterity, we shall have done our share . . . and we shall have made this Sesquicentennial long to be remembered.

We now come to the ways and means of accomplishing our objective. We have the feeling that our National Capital would fare far better if our Joint Committee's "recognition of responsibility" were more generally shared throughout the Nation. Once upon a time there was included in our authorizing legislation the ideal that the development of the capital park system should be on a "Peter's Pence" basis . . . one cent per annum from each man, woman, and child in the continental United States. The idea was appealing but, somewhere along the line, it got bogged down. It would help tremendously if we could expand our own feelings of partnership in this undertaking instead of entertaining as mere guests those who should be proud to be greeted as co-workers in the upbuilding of our capital. How can we accomplish this result, how gain interest and backing for the needed legislation and appropriation?

The Sesquicentennial paves the way. As a member of the Sesquicentennial Commission I can make no commitments but I am only too glad to place before the Commission the program discussed in the current sessions of our Joint Committee. It has been pointed out that in the report of the Committee on the District of Columbia, from which emanated the legislation establishing the Sesquicentennial Commission, the recommendation of the District Commissioners that the celebration "partake of a national character" was featured. The obvious conclusion is that something must be done on a nation-wide basis

as well as the headquarters celebration of the anniversary. It is proposed that the nation-wide program be founded directly upon stimulating a constructive *interest*, an *informed* and a *continuing* interest, in the development of an adequate, and truly representative national capital.

The specific proposal is that the Sesquicentennial Commission sponsor a series of essays on the background and future of the National Capital based on reference reading and limited to High School students. The contest would begin with the Congressional District and culminate in the worthwhile prize of a trip to Washington for the best essay in each state and membership in a Junior National Capital Committee. This one project would bring about in every constituency the sympathetic understanding of requirements and limitations so urgently needed for the District of Columbia. The same idea could well be expanded to bring forth advanced theses on planning and programming from college undergraduates; and even upper-bracket team competitions on fiscal and governmental problems in the manner of the recent competition for Boston's advancement. It should be remembered that it was not the de luxe book on a bigger and better Chicago that put across the Chicago plan; it was the Wacker's Manual which gained the interest of school children and resulted in over-enthusiastic support of every proposal to bring about the realization of the plan.

This proposal offers an opportunity to every group interest in the Nation to crystallize and demonstrate its ideals. There is every reason why Washington should set national standards in schools, playgrounds, parks, housing, transportation, hospitals, and every other phase of city and regional development. The latter is especially important as the city has long since burst its bounds and must now be planned as a metropolitan area with inter-state problems.

This is not wholly a task for Congressional Commissions and National committees. We must keep in mind also that Citizens Committee of the Centennial, which notwithstanding its short range, left its mark on Washington. We have just such another committee on the books, one organized in December 1946 to represent the Citizens' Associations, which sponsored the Bill for the Sesquicentennial Commission. That was merely a beginning . . . and time for action is limited.

To summarize, I can find no more fitting words than those of an editorial from the *Washington Star* of December 22, 1946:

> Washington, both as the seat of Government and in its character as a residential community, will profit by the sesquicentennial as it did by the centennial, if the same enthusiasm, the same devotion and the same generous willingness to labor constructively for a common purpose, which were manifested in the former case, are again demonstrated in the latter.
>
> It should be everybody's task, everybody's duty, everybody's achievement in 1950 just as it was in 1900.

Annual Business Meeting of APCA Board of Directors

The Annual Business meeting of the Board of Directors of the American Planning and Civic Association was held in Washington on January 28, 1949. The present officers were re-elected for the ensuing year: Horace M. Albright, Chairman of the Board; U. S. Grant, 3rd, President; Earle S. Draper, First Vice-President; Tom Wallace, Second Vice-President; Harland Bartholomew, Third Vice-President; C. F. Jacobsen, Treasurer and Harlean James, Executive Secretary.

The Board adopted the following Resolutions:

Planning

The Board stresses the importance of citizens' community organizations to cooperate with local and regional planning commissions and their technical staffs to ensure the preparation and application of comprehensive plans and the crystallization of public sentiment which will support projects that conform to the overall comprehensive plan.

The Board advocates the revival and strengthening of state planning boards and commends particuarly the work of the Tennessee State Planning Board in stimulating local planning.

The Board urges the extended use of regional planning techniques to unify regional plans covering two or more political jurisdictions and the increased use of county planning commissions for planning, zoning and roadside control.

The Board approves the continued application of policies under which all Federal and Federal-aid structures and highways within urban regions shall conform to local comprehensive plans and planning procedures.

The Board suggests, where needed, the revision of zoning districts based on comprehensive land-use studies to meet the realistic needs of the population, and the adoption of some adequate procedure for bringing non-conforming uses to an end.

The Board urges consideration by Planning Commissions and Citizens' Community Improvement Organizations of solutions for congestion of population caused by high densities of land occupation, present and projected.

Housing

The Board continues to urge the revival of well-conceived housing programs to meet the urgent needs of low-income groups, all housing projects, both public and private, to conform to a local comprehensive plan.

Parks

The Board reiterates its belief that land once dedicated to parks in cities and counties should be protected from uses unrelated to recognized park services; deplores the use of park sites for public buildings or private development in order to effect fancied economies, when frequently the sacrifice of park values would be much greater than the cost of suitable public building sites.

The Board urges that city and county parkways established for pleasure travel be protected from the heavy commercial traffic.

Federal City

The Board continues to emphasize the Federal character of the Federal City and the responsibility of the Federal Government to make available its just share of the expenses and to maintain its essential supervision over the legislation and administration of the District of Columbia; urges the adoption by Congress of an Act to put into effect the recommendations of the Bureau of the Budget concerning the National Capital Park and Planning Commission; suggests that in future all public projects for structures and highways in the District of Columbia be submitted to the National Capital Park and Planning Commission and that the recommendations of the Planning Commission shall stand unless overridden by the District Commissions with a written statement of the reasons; urges the implementation of the Urban Redevelopment Act; and urges adequate appropriations to carry out the metropolitan park system under the Capper-Cramton Act and appropriations for the improvement of the National Capital Parks, so that the parks may be in good condition for the Sesquicentennial;

Commends the project for an exhibit in the Corcoran Gallery of the National Capital Park and Planning Commission as a part of the Sesquicentennial celebration and approves the plan of the Committee of 100 on the Federal City, in cooperation with the Joint Committee on the National Capital, to organize a Pan American Conference on Capital Cities; and commends the Board of Education and the school authorities for their cooperation in establishing courses in high schools for local community improvement.

Conservation

The Board asks Congress to make adequate appropriations for the maintenance and operation of the National Parks and Monuments, with their mounting record of visitors to be cared for; urges appropriation of funds annually for the acquisition of private lands within the National Park System; urges the inclusion in the System of adequate coastal parks; maintains that the creation of National Parks and Monuments is a function of the Federal Government for the benefit of all the people, not to be unduly influenced by local considerations; opposes the transfer of all or part of the National Parks and Monuments, National Forests or Public Domain to the States; reiterates its approval of the Jackson Hole National Monument and opposes any measures of Congress to abolish or reduce the Monument; opposes reduction of the Olympic National Park; opposes the construction of Glacier View Dam which would flood the western part of Glacier National Park as bad in itself and a precedent which would threaten protection of National Parks and Monuments from all commercial encroachments; stresses the importance of sustained yield

for the products of the U. S. Forest Service; commends the constructive work of the Soil Conservation Service; and maintains that comprehensive water programs should include among public beneficial uses the conservation of scenic and recreational streams and lakes free from injury; urges the inclusion of scenic and wildlife uses in a balanced development of water resources; urges that all Federal Agencies administering publicly owned or publicly controlled natural resources be brought together in a Federal Department of Natural Resources, with a Secretary in the Cabinet, as recommended by the Committee on Natural Resources of the Commission on Reorganization of the Federal Government, to the end of fostering our dwindling resources on which the future welfare of the Nation will depend.

EDITORIAL COMMENT

When Is a Park Not a Park?

When is a park not a park? And of course, the answer is, when it is used as the site for some unrelated building or utility. New York would have no Central Park if all the requests for building sites—public and semi-public—had been granted. From the very earliest days of the American Civic Association, when the great city and metropolitan park systems of the country were being built, the Association has maintained that land once dedicated for park purposes should not be diverted to other uses.

The latest proposal of this sort comes from Miami, Florida, where twenty-seven years ago the city acquired the marginal land along the bay front at a cost of $1,340,000. Most of the land was covered with water varying in depth from two to fifteen feet. The filling was started in January, 1924, and was completed seven months later. By April, 1925 the area had been graded and furnished with top soil. Warren H. Manning, a former member of the Board of the American Civic Association, made a plan for Bayfront Park, which is now one of the charming and distinctive features of downtown Miami. Very few cities can boast a sixty-two acre waterfront park adjoining its main business district. Bayfront Park is planted with a profusion of sub-tropical trees, plants and flowers. There is an edge-of-the-bay promenade. There are municipal boat piers, an amphitheatre and adjoining is a yacht basin and piers for charter and sightseeing boats.

But it seems that Miami, like many another city, is suffering from downtown congestion — crowded

streets and lack of provision for off-street parking of automobiles. And so the proposal has developed to take over a goodly part of Bayfront Park, forsooth, for the parking of automobiles! It would be cheaper in the long run and do less violence to the City of Miami if a standing building were purchased and torn down to provide for off street parking of motor cars on one or more levels.

A more expensive parking lot could not be found, considering the initial cost and maintenance, as well as the intrinsic usefulness of Bayfront Park. Miami would do well to protect its incomparable waterfront park from any unrelated encroachments. It is no solution of the automobile parking problem to rob Peter to pay Paul.

Glacier View Damsite

Secretary Krug on December 3, 1948, wrote to the Secretary of the Army urging that the Glacier View Project, which would flood nearly 20,000 acres of Glacier National Park, be removed as a recommended Project from the Review Report on the Columbia River and tributaries. Replying to the letter, Acting Secretary of the Army, William H. Draper, Jr., promised careful consideration of alternate projects, in lieu of the Glacier View proposal on the North Fork of the Flathead River in Montana. Secretary Krug called attention to the fact that the Corps of Engineers had reported the existence of a more favorable alternative site, which was dropped because of local opposition.

Secretary Krug has consistently instructed the U. S. Reclamation Service to refrain from making surveys or plans for reclamation projects in national parks and monuments. The Corps of Engineers would be rendering a public service if it adopted a similar policy which would automatically exclude national parks and monuments from surveys or plans for water developments. As a matter of fact the Federal Power Commission is operating under the amendment to the act passed by Congress in 1921 to exclude national parks from Federal Power projects.

Supplemental hearings have recently been held in northwestern cities following consideration in Washington of the proposed Columbia River Development by the Board of Engineers for Rivers and Harbors. At Portland, Oregon, Thornton Munger, Chairman of the Oregon Chapter of the American Planning and Civic Association, spoke for local as well as national opposition to this proposed encroachment on Glacier National Park and in Seattle, Professor Richard G. Tyler, President of the Washington Chapter, filed a statement on behalf of the chapter supporting the letter of the national officers representing Board action of the Association from its headquarters office in Washington, D. C.

In Spokane, Benjamin H. Kizer, a member of the Board, attended the local hearing.

The national conservation organizations have firmly opposed the sacrifice of national-park values in order to find a cheap and convenient site for what is primarily power development on the Columbia River and its tributaries.

Besides the American Planning and Civic Association, the National Audubon Society, the Sierra Club, Dude Ranchers Association, Wildlife Management Institute, Izaak Walton League of America, American Nature Association, American Society of Landscape Architects, Camp Fire Club of America, Ecological Society of America, The Wilderness Society, Federation of Western Outdoor Clubs, The Garden Club of America, General Federation of Women's Clubs, the Mountaineers, Inc., National Recreation Association, Prairie Club, Save-the-Redwoods League and others have all taken a decided stand in opposition to the flooding of the wilderness area in the western part of Glacier National Park.

A great deal of time, effort and friction might be saved if it were known that the policy of all Federal agencies, whether engaged in power, reclamation, flood control or other beneficial works, is to exempt national parks and monuments from all such projects. If they all had definite instructions similar to those issued to the U. S. Reclamation Service, not to enter national parks even for the purpose of making surveys, then the proposed plans would be issued with alternative schemes from the beginning. Is it too much to expect that the less than one percent of the area of the United States protected by national park and monument status should be so effectively protected by law and policy and saved from periodic threats?

Power in the Adirondack Forest Preserve?

One of the really notable conservation measures in this country was the creation of the Adirondack Forest Preserve, now comprising over two million acres of mountains, valleys and streams. A long line of Governors, including Theodore Roosevelt, Charles Evans Hughes and Alfred P. Smith helped to develop the philosophy and action by which the people of New York State retained and enlarged their ownership of these preserves. Not trusting alone to legislation, there was incorporated in the Constitution of 1894 a significant provision:

> The lands of the State now or hereafter acquired, constituting the forest preserve as now fixed by law, *shall be forever kept as wild forest land.* They shall not be leased, sold or exchanged or be taken by any corporation, public or private, nor shall timber thereof be sold or removed.

This would seem to offer ample protection to the forest preserve; but it is a fact that the Panther Dam and Reservoir have been authorized by the Back River Regulating District Board. Hearings were held by the Board at various places in June and July, 1948, at which state

and national conservation organizations protested the Panther works as an encroachment on the Adirondack Forest Preserve. The proposal includes flood control and power. At the hearing it was stated that an alternative site at Hawkinsville, outside the forest preserve, would provide for greater flood control.

The *New York Times*, the *New York Herald-Tribune* and some fifty other newspapers of note have carried editorials opposing the Panther Dam. The Adirondack Moose River committee and a group of state and national conservation organizations petitioned the New York Supreme Court asking for an order to prevent construction of the Dam.

The American Planning and Civic Association for more than forty years has fought commercial encroachments on national and state parks, and other preserves dedicated to inspirational use. The Panther Dam seems to be in the same category with proposals to dam the Yellowstone, to build a reservoir in Glacier National Park, and to blot out Cumberland Falls. The fights on the Yellowstone and Cumberland Falls have long since been won. We hope that those on Glacier National Park and Adirondack Forest Preserve soon will be won.

The Federal City Belongs to the Nation

The Committee of 100 on the Federal City of which C. Melvin Sharpe is Chairman, recently placed before the Congressional Committees on the District of Columbia the principles which the Committee believes should be embodied in any sound legislation for reorganization of the District Government. These principles should be of interest to every citizen of the United States, since every citizen has an interest in the Federal City and carries a measure of responsibility for its government. These are the six principles:

I. Our Association organized the Committee of 100 on the Federal City to foster the planned development of the Federal City as the Nation's Capital. In the past we have successfully opposed the introduction of heavy industry or other incompatible activities in the National Capital. If Washington is to remain the Federal City its control must remain in Federal hands.

II. We believe that, in accordance with the Constitutional provision, Congress should exercise sole jurisdiction over all legislation for the District of Columbia, except, perhaps, delegated authority covering defined minor matters.

III. We believe that the Executive Branch of the Federal Government has an all-important stake in the character and development of the Federal City as the seat of the National Government; that the Federal Government has a definite responsibility to the representatives of foreign governments established within the National Capital; and that the Federal Government, as the owner of more than forty per cent of the District of Columbia, is bound to protect its investment.

IV. This Federal responsibility for the Nation's Capital involves adequate appropriations from Congress commensurate with Federal responsibilities and involves Congressional control of the District budget.

V. Though our Association field lies in fostering the physical development of the Federal City, as an act of justice to those who live in the District of Columbia and *do not* maintain citizenship elsewhere, we have approved a Constitutional amendment which would provide that qualified citizens of the District may vote for representatives in Congress and for the President of the United States.

VI. The administrative machinery by which the District should be governed also falls somewhat without our field, except as it relates to the physical development of Washington through such agencies as the National Capital Park and Planning Commission, Commission of Fine Arts, National Capital Parks, National Capital Housing Authority, the D. C. Redevelopment Land Agency and others. But it is our belief that if the above principles are adhered to, it will be comparatively easy to devise *efficient and economical governmental machinery* for the administration of the District of Columbia.

Oklahoma City Conference

A DEMONSTRATION

There will gather in Oklahoma City on March 27–30 a representative group of planners and leaders in conservation and civic improvement from all parts of the country, who can speak with authority on their subjects.

But the significant fact about this Conference is that there will be in abundance a large number of citizens drawn from business, industry and the professions, so that the Conference should prove an effective demonstration of citizen participation in a planning conference which advances the planning processes in hundreds of communities.

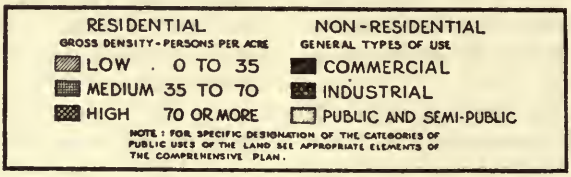
The Chamber of Commerce of Oklahoma City, captained by Stanley Draper, has shown again and again that it could rally the citizens of the city and State of Oklahoma to support meritorious civic improvements.

Harland Bartholomew and Associates last year completed a comprehensive plan for Oklahoma City. The city now has an active Planning Commission and trained technical staff.

Among the eminent speakers scheduled are: Maj. Gen. Philip B. Fleming, Administrator, Federal Works Agency, Washington, D. C.; E. Walter Hudson, President, Citizens Council on City Planning, Philadelphia, Pa.; Tom Wallace, Associate Editor, the *Louisville Times;* Powell C. Groner, President, Kansas City Public Service Co., Kansas City, Mo.; Joseph Barnett, Chief, Urban Roads Section, Public Roads Administration, Washington, D. C.; Louis Bromfield, Author, Malabar Farm, Lucas, Ohio; Cyril

McC. Henderson, Director of Planning, Modesto, Calif.; Robert Kingery, General Manager, Chicago Regional Planning Association, Chicago, Ill.; O. M. Mosier, Vice-President, American Airlines, New York, N. Y.; Hon. Roy J. Turner, Governor of Oklahoma, Oklahoma City, Okla.; Maj. Gen. Lewis A. Pick, Chief, Corps of Engineers, U. S. Army, Washington, D. C.; J. Woodall Rodgers, former Mayor of Dallas, Texas; Kenneth C. Welch, Chairman, Planning Commission, Grand Rapids, Mich.; Robert F. Wagner, Jr., Chairman, N. Y. City Planning Commission; Harland Bartholomew, Planning Consultant, St. Louis, Mo.; H. Evert Kincaid, Planning Consultant, Chicago, Ill.; Philip H. Elwood, Head, Dept. of Landscape Architecture, Iowa State College, Ames, Iowa; Maj. Gen. U. S. Grant, 3rd, President, American Planning and Civic Association, Washington, D. C.; Flavel Shurtleff, Professor of Planning Legislation and Administration, M. I. T., Marshfield Hills, Mass.; Horace M. Albright, President, U. S. Potash Co. and Chairman of the Board, APCA, New York; William Holden, Ex. Vice-President, Ft. Worth Chamber of Commerce, Ft. Worth, Texas; E. D. Hollingshead, Manager of Real Estate, Carnegie-Illinois Steel Corporation, Pittsburgh, Pa.; Walter Myers, Fourth Assistant Postmaster General, Washington, D. C.; S. Herbert Hare, Hare & Hare, Planning Consultants, Kansas City, Mo.; Kenneth P. Vinsel, Ex. Dir., Louisville Area Development Assn., Louisville, Ky.; C. Melvin Sharpe, Chairman, Committee of 100 on the Federal City, Washington, D. C.; Ralph J. Watkins, Chief, Office of Plans and Programs, National Security Resources Board, Washington, D. C.; Hon. George Welch, President, U.S. Conference of Mayors, Mayor of Grand Rapids, Mich.; E. J. Condon, Asst. to President, Sears Roebuck & Co., Chicago, Ill.; Mrs. Wallace E. Johnson, Sec.-Treas., Wallace E. Johnson, Inc., Builders and Contractors, Memphis, Tenn.; Paul Carrington, President, Greater Dallas Planning Council, Dallas, Texas,; Arthur Stellhorn, Planning Engineer, Green Bay, Wis.

Key to map opposite page 41



THE FEDERAL CITY

Above: The Central Composition, including the Mall from the Lincoln Memorial to the Capitol. Notice in the foreground the temporary Navy Buildings erected in World War I and temporary offices and dormitories erected in World War II.

Following: A view of Washington in 1922, and one of the same area in 1948, showing the Mall cleared in accordance with the McMillan Plan and developed under the Federal Buildings Program of 1926.

Courtesy Fairchild Aerial Surveys

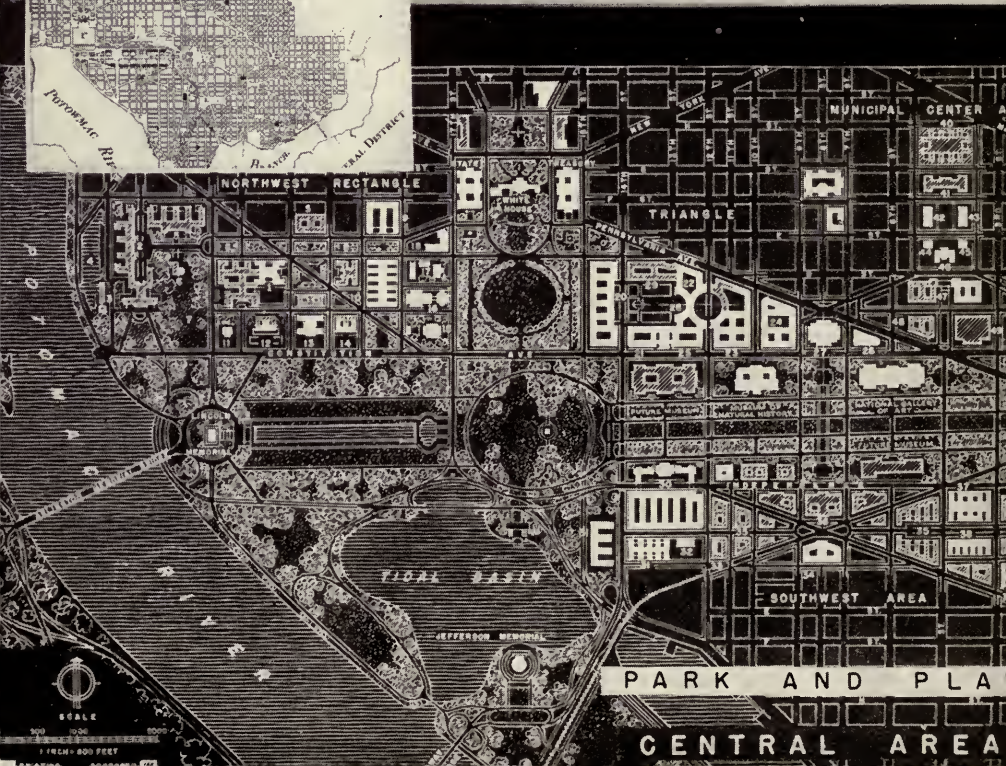
Rock Creek and Potomac Parkway, showing divided traffic in the broad upper parkway strip and the lower parkway which carries the supercharge of traffic from Connecticut and Massachusetts Avenues to Constitution Avenue. The lower stretch was transformed from unsightly dumps and neglected backyards and now glorifies the Creek and River Banks.

Above: The area south of the Capitol showing the Capitol grounds and Union Station in the background. The half block opposite the Senate office Building will be cleared for the new Senate Office Building. In contrast is the slum area to the south.

Below: The blighted district in vicinity of North Capitol Street and New York Avenue. This whole area is characterized by a great congestion of old and insanitary houses.

Courtesy of Airvue Associates

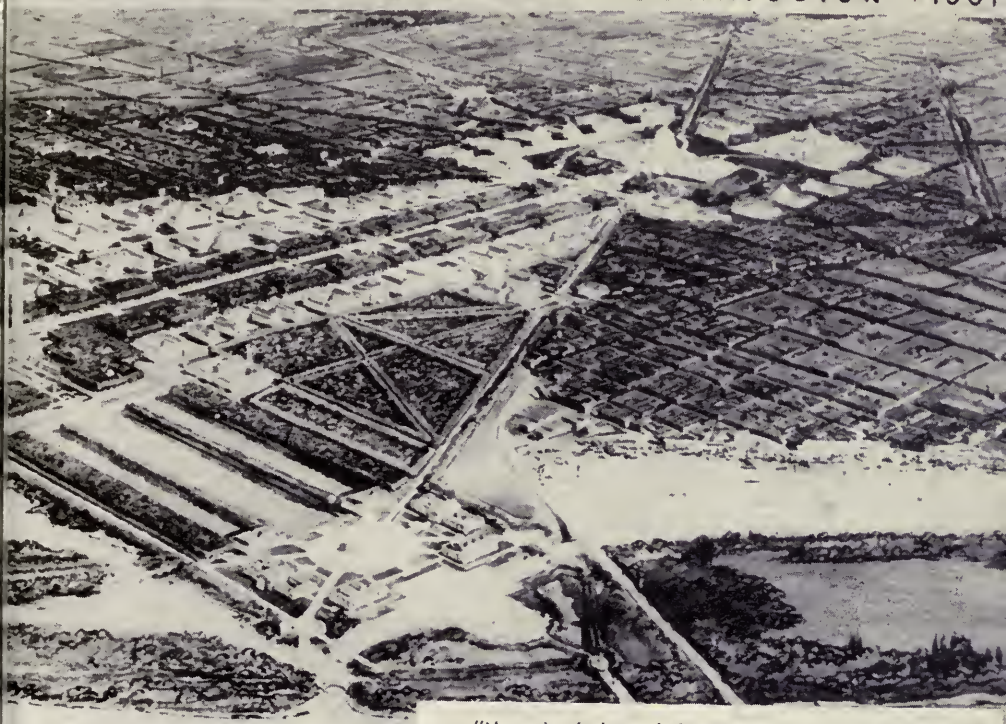
CENTRAL AREA WEST OF THE CAPITOL AS



PARK AND PLA

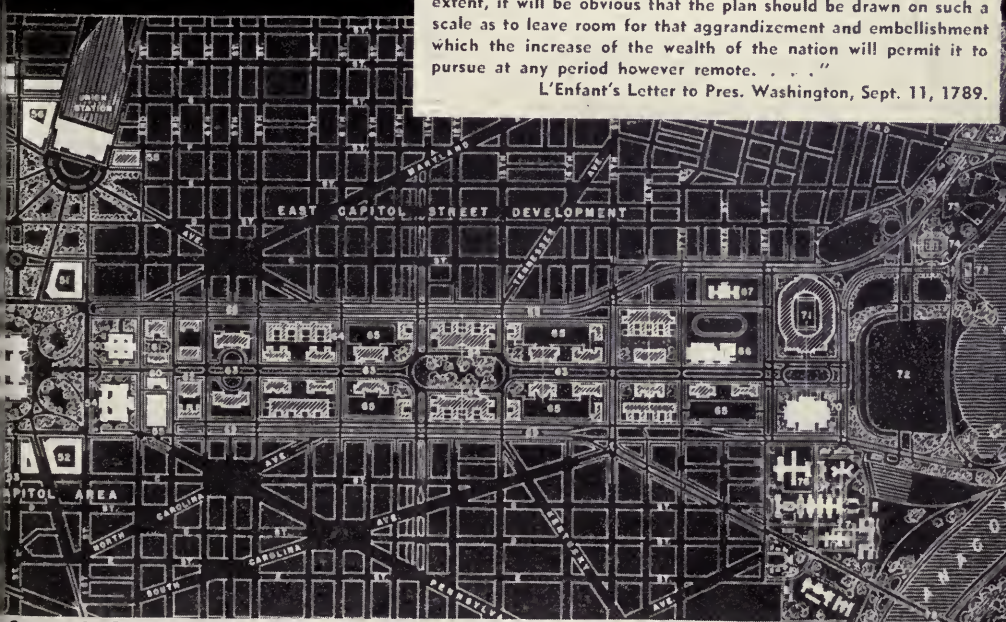
CENTRAL AREA

)POSED BY THE McMILLAN COMMISSION 1901



"No nation had ever before the opportunity offered them of deliberately deciding on the spot where their Capital City should be fixed, or of combining every necessary consideration in the choice of situation, and although the means now within the power of the Country are not such as to pursue the design to any great extent, it will be obvious that the plan should be drawn on such a scale as to leave room for that aggrandizement and embellishment which the increase of the wealth of the nation will permit it to pursue at any period however remote. . . . ."

L'Enfant's Letter to Pres. Washington, Sept. 11, 1789.



G COMMISSION - PLAN OF 1941

ST AND EAST OF THE CAPITOL

Above: Express highway in Virginia approaching Washington from the South showing intensive residential development near the Pentagon Building.

Opposite: The Suitland Parkway, a Maryland approach artery to Washington, showing housing projects and proposed Barry Farms Redevelopment Project.

Courtesy Fairchild Aerial Surveys

Above: Pentagon Area showing traffic pattern on two and three levels

Below: Arlington Memorial Bridge as it crosses Columbia Island to approach Arlington Memorial Cemetery.

Courtesy Fairchild Aerial Surveys

DISTRICT OF COLUMBIA
LAND USE PLAN

State Park Notes

Compiled by JAMES H. HUSTED, National Park Service

It is hoped that a joint resolution may be passed by the Congress authorizing the President to proclaim the period May 21 to 30 as Park and Recreation Week. This proposal is being sponsored by the American Institute of Park Executives in cooperation with the National Conference on State Parks, National Recreation Association, American Recreation Society, and a number of other agencies and organizations. It is expected that park and recreation agencies on all levels of government, as well as civic and youth organizations, women's clubs, travel agencies, etc., will participate in this first "Week" dedicated to parks and recreation. Further information may be obtained from Park and Recreation Week Headquarters, 425 E. 14th Boulevard, Chicago 5, Illinois.

The Third Annual Great Lakes Park Training Institute, conducted by Indiana University in cooperation with ten sponsoring agencies, was held at Pokagon State Park, Indiana, from February 21 to 25. Nearly 175 persons attended from 14 States, the District of Columbia and British Columbia. The main topics discussed were: Revenues, Fees, and Charges; Operation of Concessions; Design of Parks and Recreation Facilities; Facilities for Transients; Education Out-of-Doors; In-Service Training; and Protection of Park Property.

The National Park Service has revised and reissued its map entitled *Recreational Areas of the United States.* This consists of a 9-color map showing the location of all recreational areas administered by the Federal Government and by the various States together with a brief description of each.

The United States Department of Commerce issued in January a technical release entitled *Recreation and Tourist Industry Federal Programs.* This is a report of the panel discussion held last August which was participated in by representatives of the Extension Service and Forest Service of the Department of Agriculture, the National Park Service, and the Fish and Wildlife Service of the Department of the Interior, the Corps of Engineers and the Federal Inter-Agency Committee on Recreation.

Two excellent bibliographies have appeared in recent magazines which may be of interest to state park personnel. They are "Bibliography for Park and Recreation Administrators," contained in the February issue of *Parks and Recreation* and "A Bibliography of Recent Books on Camping and Related Subjects,"

in the November issue of *Camping Magazine.*

A summary of the state recreation situation at the end of 1948 is contained in an article entitled "State Recreation, 1948" in the February issue of *Recreation.* It mentions, among other things, that 18 States have inter-agency or interdepartmental committees on recreation, three States have state recreation boards or commissions, 35 States have a part-time worker giving service to community recreation programs, and in 41 States special service to rural areas and small communities is available through the state Agricultural Extension Services.

According to an article in the November issue of *State Government* entitled "The States Advertise," the attraction of tourist business has developed into the leading objective of state advertising. Expenditures to advertise recreational facilities have risen steadily from 1944 when 15 States spent $580,797 for this purpose to 1947 when 26 States spent $1,281,000. The Council of State Governments, 1313 East 60th Street, Chicago 37 Illinois, has published a book called *Advertising by the States,* price $1.50, which contains additional information on this subject.

An interesting article, "The Appalachian Trailway and The National Forests," by John Sieker, Chief, Recreation and Lands Division, U. S. Forest Service, appears in the January issue of *Appalachian Trailway News.*

The autumn issue of *The Living Wilderness*: carries a provocative article called "The Preservation of Wilderness" by Sig Olson, wilderness ecologist of the Izaak Walton League.

There are many articles relating to state parks and state recreational activities in the recent issues of *Parks and Recreation.* These include, among others, "Progress in Park Design During the Last Fifty years" by Sidney N. Shurcliff, and "State Parks as Community Resources for Education and Recreation" by Ernest V. Blohm in the November issue; "Parkways—Past, Present, and Future" by Stanley W. Abbott, and "Nature Photographer's Adventures in a State Park" by William Z. Harmon in the December issue; "Public Recreation in the Next Decade" by George Hjelte; "The Next Twenty-five Years in Parks and Recreation" by Jerome C. Dretzka, and "Public Relations for Park Districts" by Fred G. Heuchling in the January issue; and "Improve the Quality of Public Use" by Roberts Mann and "Day Camping in our Parks" by Reynold E. Carlson, in the February issue.

"Permanent Ice Skating Rinks and Their Use as Year-Round Recreation Facilities" is the title of an article in the November issue of *Recreation* which may contain useful information for some state park organizations.

Alabama. The Tennessee Valley Authority has agreed to transfer two park sites to the Alabama Department of Conservation, it was stated in the February issue of *Alabama Conservation.* The first area, to be known as Little Mountain State

Park, will be deeded free. The second will cost the State $60,000. Plans call for the development of a Negro park on a portion of the latter area. Preliminary plans were also worked out with the TVA for a long-range program whereby some 33 wayside parks and public access areas, varying in size from five to 100 acres, would be acquired from the TVA.

California. "Building a Winter Sports Program" is the title of an interesting and informative article by Jerry Carpenter of the California State Chamber of Commerce in the December issue of *Travel USA Bulletin.*

According to *Park Maintenance,* two United States Army surplus bridges were obtained at reasonable prices and erected in two California state parks. The first one built was 72 feet long, while the second one consisted of two parallel spans, each 125 feet long, plus two 12-foot ramps. This resulted in a two-lane divided highway bridge 149 feet in length.

At its meeting on December 17, the State Park Commission granted a contract to Mt. San Jacinto Winter Park Authority to construct a portion of an 8,000-foot aerial tramway from near Palm Springs up the sheer north slopes of Mt. San Jacinto to the snow field in the park.

Georgia. Newton Moye has succeeded Charlie Morgan as Director of the Department of State Parks.

Illinois. The autumn issue of *Illinois Public Works* described in detail the present stage of development of Illinois Beach State Park in an article entitled "First Unit of New Beach Park is Opened to Public." This is an extremely important park because it provides a new beach area for the 4,000,000 people living in the Chicago area.

"Old French Settlement Once 'Paris' of Illinois," an article about the history of Fort Kaskaskia State Park, also appears in the same issue of this magazine.

Indiana. A series of general articles on the Indiana state park system was printed in recent issues of *Outdoor Indiana.* These include "Natural Wonders in Indiana Parks" in the November issue, "Spend Your Winters in Indiana" in the December issue, and "What Indiana State Parks Have to Offer" in the February issue.

Whitewater Memorial State Park, a 1,512 acre area soon to be donated to the State, will be a living tribute to the men and women of four eastern Indiana counties who died for their country during World War II. This will be the first park to stem from a recent Indiana law which permits adjoining counties to share in raising money for the acquisition of land for state park purposes.

The Department of Conservation announced that eight family cabins have been completed at McCormick's Creek State Park and will be ready for occupancy in the spring. These modern cottages, planned for low-income vacationists, are the first of a proposed series to be erected in all of the parks of the State.

Kentucky. "Expert Park Planners Advise Expansion of State System" is the title of an article in the winter edition of *In Kentucky.* Four well-known park planners have recently made first-hand studies of the Kentucky state park system and have recommended that in at least six of the parks new lodges or hotels should be erected.

Louisiana. "Let's Visit Fontainebleau" is the title of a well-illustrated article in the January issue of *The Highway Magazine* which describes the scenery and facilities at Fontainebleau State Park.

The State Park Commission, which has been located in New Orleans since its creation, was moved on February 26 to 200 North Boulevard, Baton Rouge.

Maine. Ex-Governor Baxter has donated an additional 14,286 acres to Baxter State Park, raising the total acreage to 141,712. In addition, the Legislature has accepted Mr. Baxter's amended deeds, which remove the restrictions prohibiting the construction and maintenance of roads on the land covered by his conveyances since 1944. Mr. Baxter's letter explains the reversal of position as follows: "On mature deliberation I now have come to the conclusion that my restrictions as to roads are somewhat too severe. Without proper access roads the number of persons who would enjoy the Park would be limited. In view of this I deem it best to allow the existing roads to remain open and to permit the State in the years to come to construct such additional roads as may be necessary to accommodate those persons who wish to enjoy the great unspoiled area that now is the property of our State."

Massachusetts. Mount Greylock Reservation is still in danger of being despoiled, according to the *National Parks Magazine* for January–March. The article states that only active interest and determined effort on the part of citizens living in western Massachusetts prevented the reservation being opened to gunners and to the erection of FM and television towers on the mountain's summit. This was followed by a surreptitious permit being given to lumber interests to ruthlessly cut tracts of virgin spruce and hardwood. A group of citizens have now formed a Mount Greylock Protective Association and are taking steps to have a bill passed by the legislature to clarify the original act establishing the reservation and to define and enact laws to safeguard and protect the reservation as a forest preserve and wildlife sanctuary.

Michigan. In the January–February issue of *Michigan Conservation* Ernest V. Blohm of the Parks and Recreation Division, Michigan Department of Conservation, describes the state parks which have suitable terrain for skiing and other winter sports activities and the special facilities available at each in an article entitled "Winter Fever Remedy." Mr. Blohm also has another article in this issue called "Outdoors Class-

room" which describes a school-camp held in December at Yankee Springs State Recreation Area. Sixty-four senior high school girls and boys lived in the outdoors for one week participating in a broad program of instruction in such phases of conservation as game management, erosion control measures, soil study, fish culture and lake and stream improvement, reforestation and park maintenance problems. The program was sponsored by the Department of Conservation, Department of Public Instruction and the W. K. Kellogg Foundation.

The Parks and Recreation Division has recently issued its *Annual Report of Group Camp Use, 1948*, which contains data relating to seasonal use, short term use and day camping in the state parks of Michigan.

The Department of Conservation has just issued a well-illustrated booklet called *State Recreation Lands in Southeastern Michigan, A Progress Report*. Descriptions, illustrations and pictorial maps of each of the twelve recreation areas included in this program are contained in this booklet.

Minnesota. "Wings Over the Wilderness," an article by Chester S. Wilson, Commissioner of Conservation, in the November–December issue of *The Conservation Volunteer* points out that some regulation of airplane traffic in the border wilderness territory will be necessary for safety and for the protection of wilderness values. He also states that, "The first step towards regulation of airplane operation in the border wilderness region has been taken by the U. S. Forest Service with a proposal for federal air space restrictions, under which all private airplanes would be excluded from landing in the roadless areas or from flying over those areas at a lower altitude than 4,000 feet above sea level (about 2,000 feet above ground level)."

Missouri. "A Decade of Missouri Conservation, 1938–1948" is the theme of the entire December issue of *The Missouri Conservationist*. This includes detailed discussion of the past achievements and future plans of the Fish and Game Division, Forestry Division, Education—Information Division, and the Division of the Field. State Parks are administered by the State Park Board and do not come under the Conservation Commission.

Montana. A new inter-agency committee on recreation was established on January 25 when the Montana Advisory Council for Outdoor Recreation held the first meeting at the State Capitol building in Helena. W. R. Rankin, Director of State Parks, acted as Temporary Chairman. An Executive Committee was agreed upon which would be composed of representatives of State and Federal agencies which have a principal interest in recreation development in the State. There will also be an Advisory Committee composed of representatives from all other agencies and professional groups with marginal interests in recreational development in the State.

Nevada. The October–November issue of *Nevada Highways and Parks* contains an excellent article, illustrated in color, called "Lake Tahoe—A Precious Gem in the Sierra Nevadas." Lying partly in Nevada and partly in California, Lake Tahoe is famous as both a summer resort and as a winter sports area.

New Hampshire. The January issue of *The Highway Magazine* contains an interesting article about Franconia Notch State Reservation entitled "New Hampshire's Mountain Vacation Lands."

New Jersey. According to an article in the December issue of *State Government*, entitled "Administrative Reorganization in New Jersey," the executive branch of the state government will be completely reorganized on January 1, 1949. Fourteen principal departments will be established, one of which will be the Department of Conservation and Economic Development. This has been subdivided into the Divisions of Planning and Development, Veterans' Services, Fish and Game, Shell Fisheries, and Water Policy and Supply. State parks will be administered by the Forests, Parks and Historic Sites Section of the Division of Planning and Development.

The same issue of *State Government* announced that New Jersey has established a Turnpike Authority with the power to plan, construct, operate and finance toll roads designed to facilitate through traffic and provide additional routes to recreational centers.

New York. William G. Howard, for 22 years Director of the Division of Lands and Forests of the New York State Conservation Department, died on October 30. The *New York State Conservationist* for December–January, 1948–1949, paid him tribute by saying "In his long tenure of office he had the satisfaction of seeing the State's forest services vastly expanded and improved under his leadership, so that today these services are recognized among the foremost in the Nation. His work in behalf of our Adirondack and Catskill Forest Preserves is not likely to be forgotten, nor his part in the reforestation of half a million acres of our land." Arthur S. Hopkins, Assistant Director of this Division for many years, was recently appointed Director.

Whiteface Mountain near Lake Placid is now on its way to becoming the outstanding ski development in the State, claims an article entitled "Winter Sports" in the December–January issue of *New York State Conservationist.* A T-bar lift, more than 2,000 feet long, rope tows, four ski trails, a practice slope, two shelters and a ski lodge are all completed and ready for use this winter. The article also describes other ski centers in the State.

Ohio. The Ohio Division of Conservation recently completed the purchase of approximately 500 acres at Punderson Lake, on which is located a 40-room mansion said to

have cost $100,000 when erected in the early thirties. The area will be developed in a manner similar to other lake parks, but with the mansion serving as a large museum for the interpretation of conservation.

Pennsylvania. The Bureau of Parks of the Department of Forests and Waters issued in January a completely revised, up-to-date park manual. It contains chapters on organization, planning and development, operation, maintenance, personnel, public relations, inter-departmental cooperation, law and law enforcement, fiscal procedure and reports and forms.

Admiral Milo F. Draemel, Secretary of the Department of Forests and Waters, explains the recent reorganization of the Department and the plans for the expansion of the state park program in an article called "Comments on the Pennsylvania Park Situation" in the November–December issue of the *Pennsylvania Park News.*

South Dakota. "Custer State Park Activities" is the title of an article in the January *South Dakota Conservation Digest,* which describes the various activities, facilities and types of revenue received at this park. The claim was made that in 1949 Custer State Park may become one of the few state parks in the United States not charging an admission fee which is self-supporting.

Tennessee. The November–December issue of *The Tennessee Conservationist* contains a brief history of the twelve years' existence of the Department of Conservation. The article on state parks points out that the system of sixteen state park areas was acquired largely through outright gifts from various Federal agencies, including the Departments of the Interior and Agriculture and the Tennessee Valley Authority. The Federal Government expended nearly seventeen million dollars in developing these parks. Since there has been no development since before the war, the State now estimates that nearly five million dollars are necessary for adequate maintenance of existing facilities, improvement and expansion of existing parks, the construction of new facilities, and the acquisition of two new parks.

Utah. The development of an area along Great Salt Lake as a $3,000,000 state park is sought in a bill introduced in the State Legislature, states an item in the February issue of *Park Maintenance.* It would include several miles of lake front, most of which is now considered an eyesore. Plans are to make this an outstanding tourist attraction by providing both fresh and salt water swimming pools.

Washington. Samuel J. Clarke was recently appointed Director of the State Parks and Recreation Commission. J. L. Chambers, who has served as Acting Director since H. T. Martin resigned last June, has resumed his duties as Chief Engineer.

West Virginia. Kermit McKeever

has been named Chief, Division of State Parks, succeeding Watt. B. Powell, who died recently.

Wisconsin. "The State Parks Expand", an article in the January issue of *Wisconsin Conservation Bulletin*, explains how several new areas have been brought into the state park system since a 1947 law made expansion possible. The author's summary states: "As a result, then, of the impetus of the state park law of 1947, Roche a Cri and Apple River roadside parks have been added so that six such roadside state parks are now closely associated with the trunk highway system. Wildcat Mountain and Cox Hollow have increased the number of recreational parks of large size to fourteen. Cedarburg Bog, Palfrey's Glen, and Pine Hollow as scientific monuments or rare scenic gems are three initial acquisitions in a new type of state park holding."

The 28th State Park Conference in Florida

The National Conference on State Parks held its 28th Annual Meeting in Florida December 14–17, 1948. The conference convened in the Recreation Hall in Highlands Hammock State Park, where President James F. Evans presented Mr. A. B. Edwards, President of the Florida Board of Forestry and Parks, who welcomed the visitors to Florida.

The inspection of Highlands Hammock State Park was accomplished in several installments. Luncheon each day was served in the park refectory and orange juice from fruit growing wild in the park was served at mid-morning, before lunch, and mid-afternoon, reminiscent of aperitifs in Paris.

The Park, with its jungles of palms, live and laurel oaks hung with moss, its black water and cypress trees, spreads a unique scene before the eyes of the wondering visitor. Along the dry-land routes, lanes and trails penetrate the wilderness without spoiling its beauty. In order to induce casual visitors to see the rich tropical growth, the park officials use an uncovered trailer fitted with park benches, safely screwed to the floor, pulled by a perky little Jeep. Thus, on the trailer twenty persons can tour the park and see its rich vegetation. The window of the ordinary closed automobile would disclose little of the impressive overhead. Then there is the cat-walk, with its two-board walkway and its rough handrail, with occasional wider landings, from which the cypress swamps and the basking alligators can be seen without injury.

The state park delegates expressed the opinion that the careful grouping of the recreation and refectory halls in an appropriate space and the arrangements for seeing the park afoot and aboard the trailer, met the strictest conservation standards adopted by the Conference.

On the first evening there was a

dinner at Harder Hall in which the founders and promoters of Highlands Hammock State Park told the story. It was a surprise to many present to learn that Dr. J. Horace McFarland was instrumental, through a speech he made, in stimulating interest in the creation of the park, which was made possible through the generosity of Mr. and Mrs. John A. Roebling.

On the second evening a picnic supper was served in the moonlight in the well-planned picnic grounds, followed by folk music.

The demonstration of aquatic sports and trips on the lake attracted a great deal of deserved attention and the exhibits of the arts and crafts work being taught in the park, to make use of native materials, were good in themselves and represented a program of useful activity.

On the third day the entire delegation visited Myakka River State Park, where several other large groups, in addition to the State Park Conference, were able to find picnic grounds, with emergency shelters and tables under the moss-hung live oaks. The tropical growth and the river views are superb. Here again was an exhibit of arts and crafts work. The pupils of a two-room rural school were camped out, some for the day and some for two days. They were making baskets, mats and wooden gadgets. They were broiling mullet on planks before open fires and generally learning to live out-of-doors.

After lunch the party visited Sarasota, with its charming tropical gardens, its fabulous flamingoes, its Ringling Mansion and its Ringling Museum of Art. Here, the Chamber of Commerce staged a bountiful buffet dinner at Lido Beach on the Gulf of Mexico and afterward offered circus entertainment.

On the fourth day, the cavalcade proceeded to the little town of Everglades where the delegates were put into a fleet of fishing boats for a never-to-be-forgotten trip through the Ten Thousand Islands. The Conference came to a close in Miami, from which many of the delegates proceeded on trips to Key West, trips into the Everglades National Park and at least a tour of Miami Beach and Coral Gables.

Lest the impression be given that the entire time was spent in traveling, attention should be called to the four business sessions in which committee reports on Policy and Organization (Robert Kingery, Chairman); State Parks Facilities and Services (Charles G. Sauers, Chairman); State Park Legislation (Conrad L. Wirth, Chairman); and Finance and Membership (Frank D. Quinn, Chairman); were presented and discussed.

A notable feature of the Conference was the dedication of the Richard Lieber Memorial Nature Trail. A cypress marker at the entrance of this tropical, wilderness trail was unveiled at sundown on December 15th. Tom Wallace, Chairman of the Board of the Conference, paid tribute to Colonel Lieber for his vigor and power in the creation of the nationally famous state-wide chain of Indiana state parks.

Many words have been written about taking care of park visitors and at the same time preserving the natural features for which a state park is created; but the inspections of Highlands Hammock and Myakka River State Parks proved to be worth more than words as an example of good arrangement and good management. The Florida Board of Forestry and Parks and the state park staff, headed by Lewis G. Scoggin, are to be congratulated on their achievements.

The Conference was attended by delegates from 22 States and the District of Columbia. Officers elected for the ensuing year are: Tom Wallace, Kentucky, Chairman of the Board; Thomas W. Morse of North Carolina, President; Frank D. Quinn of Texas, and V. W. Flickinger of Iowa, Vice Presidents; C. F. Jacobsen and Harlean James of Washington, D. C., Treasurer and Executive Secretary.

Tom Wallace wrote a series of articles for the *Louisville Times* commenting on what he saw. These articles are reprinted and presented as a Supplement to this issue of Planning and Civic Comment.

Watch Service Report

National Parks

S. 120 (Pepper and Holland, Fla.) introduced Jan. 5. Provides for the establishment of the Freedom National Historical Park in Duvale County, Florida, as a memorial to the founders of the 16th Century colony of Ft. Caroline, the first men and women to seek religious and political freedom in America. Referred to Committee on Interior and Insular Affairs.

S. Con. Res. 5 (Cain, Washington) introduced Jan. 10. Establishes a Joint Congressional Committee on the Olympic National Park to conduct a study and investigation as to the lands within the Park to determine a sound program for the conservation of natural resources; transfer lands found unnecessary for park service to administration by the Forest Service; and establish permanent boundary line for the Park. Referred to the Senate Committee on Interior and Insular Affairs.

H. R. 1141 (Bland, Va.) introduced Jan. 7. Provides for the establishment of the Rehoboth-Assateague National Seashore in the States of Maryland, Delaware and Virginia. Authorizes the Secretary of the Interior to acquire any land or submerged land in the public interest to administer the national seashore through the National Park Service. Referred to House Committee on Public Lands.

H. R. 1389 (LeFevre, N. Y.) introduced Jan. 13. Authorizes the participation of States, territories and insular possessions in revenues from national parks, national monuments, and other areas subject to the primary administrative jurisdiction of the National Park Service, and provides for the acquisition of land within certain areas administered by the National Park Service. Referred to the Committee on Public Lands.

S. 728 (Butler, Neb.) introduced Jan. 31. Provides that 25 percent of all moneys received from automobile permits, admissions, guides, elevators and parking fees by the National Park Service shall be paid to the State in which such moneys are collected. The bill further provides that $20,000,000 shall become available at the rate of $1,250,000 a year for the acquisition of land privately held within the boundaries of national parks and monuments. Referred to the Senate Committee on Interior and Insular Affairs.

H. R. 1997 (Peterson, Fla.) introduced Jan. 31. Authorizes not exceeding $200,000 for use by the Department of the Interior through the National Park Service and by the Federal Works Agency through the Public Roads Administration to make a joint survey of a route for a national parkway to be known as the "Mississippi River Parkway." The survey shall follow in general the route of the Mississippi River. Referred to the Committee on Public Lands.

State Parks

H. R. 1655 (Peterson, Fla.) introduced Jan. 18. Provides that the United States shall aid the States in the acquisition and development of systems of State Parks. Authorizes the Secretary of the Interior, acting through the National Park Service, to cooperate with the States through the respective State park agencies, by making grants-in-aid for projects. Administrative expenses not to exceed 3 percent of moneys appropriated to carry out this Act. Referred to the House Committee on Public Lands. At a hearing held on February 14 on this bill, Miss James testified in favor of the bill and the need for a clearing house service to the States through the National Park Service. The National Conference on State Parks has supported similar bills in former Congresses.

S. 250—H. R. 2025 and H. R. 2026 (Thomas, Utah—Hagen and Kelley) to authorize the Federal Security Administrator to assist the States in the development of community recreation programs for people of the U. S. Referred to the Committee on Labor and Public Welfare. The National Conference on State Parks has opposed the creation of a new and duplicating Federal agency on recreation since the first introduction of such a bill in 1946.

District of Columbia

H. R. 28 (Auchincloss) introduced Jan. 3. To provide for Home rule and reorganization in the District of Columbia. (See Editorial on position of the Committee of 100 on this bill.) On March 3, the Home Rule Sub-committee of the Senate District of Columbia Committee met in executive session and it was agreed that two bills be drafted, one proposing complete reorganization and the other as simple a home rule bill as possible.

S. 778 (Tydings) introduced Feb. 3. Provides for the development, administration and maintenance of the Baltimore-Washington Parkway and the Suitland Parkway in the State of Maryland as extensions of the park system of the District of Columbia and its environs by the Secretary of the Interior. Money appropriated for parkways administration by the National Park Service would be available for purposes of this bill. Referred to the Senate Committee on Public Works.

Housing

S. 138—H. R. 933 (Ellender, Wagner, Maybank, Sparkman, Myers, Hill, Pepper and Long-Spence) introduced Jan. 5 and Jan. 6. To establish a national housing objective and the policy to be followed in the attainment thereof, to provide Federal aid to assist slum clearance projects and low rent public housing projects initiated by local agencies, to provide for financial assistance by the Secretary of Agriculture for farm housing. Referred in both Houses to the Committees on Banking and Currency. The provisions of this bill follow the general pattern of the unenacted portions of the TEW bill, S. 866, as passed by the Senate, 80th Congress. One of the major differences in the new bill and the TEW bill lies in the increase in the number of public low-rent housing units called for, proposing the construction of 1,050,000 public low-rent units over a 7-year period. Extensive hearings were held by the Subcommittee on Housing and Rents from Feb. 3 through Feb. 21. After full committee agreement on the legislation to be recommended, a new bill (S. 1070) was introduced on Feb. 25 under bipartisan sponsorship. Report No. 84 from the Senate Committee on Banking and Currency has been printed, and the bill, reported favorably and placed on the calendar.

Building for Permanence

J. C. NICHOLS Presents His Views

J. C. Nichols, a member of the Board of the American Planning and Civic Association, addressed the Forty-first Annual Conference of the National Association of Real Estate Boards held in New York in November, 1948. Mr. Nichols is the creator of the Country Club District of Kansas City, where some fifty thousand persons now live in pleasant surroundings. He has been a pioneer in home and community building. He sets forth his credo:

That the home, the most precious possession in life—the real heritage of a free people—will have permanent value, and desirable, healthful, and inspiring surroundings for many generations, low depreciation charges, under well-secured long-time loans.

That neighborhoods will have ample playgrounds; adequate park areas; quiet carefully planned, curving minor residential streets designed to discourage through traffic; major highways; boulevards; parkways; and circumferential drives, all worked out to fit into a good municipal and regional pattern. This long-life home area, carefully restricted, must have elementary and high schools, libraries, shopping centers, churches with community activities, fire stations, utility and municipal facilities, all carefully located, well spaced, and planned for essential expansion as the area grows.

Residential areas must provide sites for smaller homes as well as larger ones, carefully allocated in respective areas. Transition from smaller homes to larger estates must be carefully planned.

Buffers to protect home areas should be provided if possible. Golf courses, parks, parkways, institutional lands, well-planned neighborhood shopping centers, rivers, streams, lakes, and ocean beaches may all create good transition and seams of protection for residential areas.

It is certainly just as important to safeguard and enfranchise good living in neighborhoods of modest homes as in areas of large homes.

Developers of shopping centers and their tenants should be able to depend on permanent buying power in their respective neighborhoods.

Municipalities, counties, and public utilities should be able to plan and invest with assurance of long-time stability. . . . Our downtown business areas, so important to all our cities, should have permanent residential trade centers and civic patterns upon which to plan and depend. I am not one of those who predicts a great exodus from our large cities. . . . Think how much the permanent character of residential sections can mean in the long-time layout of the transit system, water, gas, and power lines, the telephone system, and the whole traffic plan of a city—all planned for permanence, and safe, long-time investments.

Mr. Nichols declared that when an area has been zoned for specific uses, and investments have been made depending on such uses, any board, in fairness to property owners should be cautious in later changing such zoning to higher uses. Mr. Nichols believes that we must check any ruinous decentralization. In the main downtown section should be department stores, banks, leading theatres, hotels, office buildings, wholesale centers, public markets, bus terminals, municipal centers, investment houses, and governmental buildings. But he recog-

nizes that there will be the development of important commercial sub-centers. He maintains:

There should be no jealousy or antagonism between the downtown sections and these sub-centers in a city's development. There is room for both and each should benefit from the total growth of a city.

We must recognize some inevitable decentralizing factors of the automobile age. Any city is asleep that is not meeting its increasing downtown parking needs, including convenient truck deliveries, and other traffic problems.

The downtown street system, in most of our towns and cities, was designed for the horse and buggy age, creating staggering problems of today. I am a great advocate of off-street parking, and I believe it can largely be achieved through private enterprise. It may be necessary to have municipal powers of condemnation acquirement of such areas paid by local benefit districts but for later private operation.

I feel many downtown areas are today making the mistake of trying to route too much traffic through central district streets. Every effort should be made to loop traffic well around such areas with easy access into the heart of the downtown sections. I even believe that we should encourage *through traffic* on Federal highways to by-pass our central districts—even perhaps our whole city—but be sure of easy, accessible routes leading into all parts of our cities.

On shopping centers, Mr. Nichols speaks with authority for, in the Country Club District there are eleven shopping centers having over 500 tenants. He has learned much about the grouping of stores and shops in relation to use and parking loads. He believes that the developer of a shopping center should control the architectural design, heights, and colors in shop buildings as he does in the homes. He believes in high-branching street trees on all streets in neighborhood shopping centers to add beauty and shade, and lessen the feeling of intrusion on the surrounding homes.

Mr. Nichols has learned by experience and some acknowledged mistakes, but he practices what he preaches and there stands the Country Club District to demonstrate that permanent neighborhoods with long-lasting houses and utilities can be created.

Housing and Town Planning in Britain Since 1945

By RICHARD L. REISS, Vice-chairman of the Development Corporation set up for Welwyn Garden City.

Between the two wars over 4,000,000 houses were built in Britain, a far larger number than in any previous period of 20 years. Considerable changes were made in housing legislation and in practice, but since 1945 it has not been found necessary to pass any fundamental legislation, and most of the changes have been effected by administrative action.

But in town planning there have been far reaching legislative changes. Existing legislation was adequate to secure the necessary building of houses, but fresh planning legislation

was necessary in order to control the distribution of these houses as between large towns, small towns and rural districts, and to ensure the right relation between housing and the location of industry.

In order to understand the legislative and administrative changes which have taken place in Britain since World War II, it is useful to consider the structure of local government in relation to central government.

There are three main categories of local government bodies:–

(a) The smaller ones whose area may either cover a medium sized town or a rural area containing villages and quite small towns; these are called urban or rural district councils.
(b) The county councils, whose authority covers a much wider area embracing several of the smaller authorities in the first category.
(c) The authorities responsible for the larger towns—county borough councils. The county boroughs have the powers of both district councils and county councils. They are commonly called county boroughs.

Before World War II the primary responsibility for administering both housing and town planning was vested in the county borough councils and district councils. The central government department to whom these authorities were in turn responsible and whose sanction was necessary for their actions was the Ministry of Health.

The Town and County Planning Act 1947, transferred the primary responsibility for planning from the district councils to the county councils, but the primary responsibility for housing remained unchanged. Under recent planning legislation the central government department responsible for planning is now the Ministry of Town and Country Planning (created in 1943) but the Ministry of Health is still responsible for housing.

Labor and Materials

There was an acute shortage of houses in 1945 owing to the virtual cessation of house building during the six war years and the heavy destruction of houses by enemy action. In order to deal with this situation only comparatively minor changes in the law were necessary to provide for an increased financial assistance from the State to local authorities who were doing the building, such assistance being necessary owing to the substantial rise in the cost of building, and also to provide for the construction of temporary, mainly prefabricated, houses. Far more important was the administrative action taken by the Government itself.

As there was an acute shortage of building labor and materials, the Government gave housing a first call on available labor and materials. A certain amount of factory building was permitted, particulary for those industries producing for export, but no non-essential buildings were allowed to be erected and no building work of any kind, costing more than a certain figure and undertaken privately, without a license.

The responsibility for building the majority of houses required was placed on the local authorities. The number each authority was permitted to build was fixed by the Ministry of Health. Generally speaking, for every four houses built by the local authority one was allowed to be built privately under license. This contrasts with the period between the wars, when three-quarters of the houses were built by private enterprise and only one-quarter by local authorities. As local authorities built houses to let and not to sell, the Government was able to ensure that in the period of acute shortage houses were made available on the basis of need and not on depth of pocket.

Prefabricated Houses

A considerable number of prefabricated temporary houses were built in order to meet the extreme urgency in the first two or three years, and for this reason, also, a certain number of wartime camps were adapted temporarily as dwelling places. Permanent prefabricated houses are still being built where they can compete with traditional houses as regards cost and amenities.

The local authorities were given power to requisition empty houses and, if they were large, to convert them for the use of two or more families. Finally, rapid progress was made in repairing houses which had been damaged by enemy action so as to make them fit for occupation.

The total number of families for whom accommodation was provided between 1945 and July 1948 was as follows:–

In new permanent houses.....	330,000
In new temporary houses.....	154,000
By converting or requisitioning existing houses.....	131,000
By using huts and camps.....	24,000
By repairing dwellings badly damaged during the war....	133,000
	772,000

The permanent houses which are being built mostly contain two living rooms and three bedrooms, as local authorities in letting houses normally give priority to families with children. They are larger than those built under housing legislation by local authorities before the war. On the average, the new permanent houses have cost about £1,250 ($5,000) to build, about three times the cost of similar, but smaller and less well-equipped houses built before the war. A quarter of these increased costs are due to the larger size and better finish and equipment provided; the remainder is due to the increase in the cost of materials and wages for labor.

While between the wars a great deal of public attention was paid to housing there was little real interest in town planning, except in certain towns and among certain groups of people.

During that period, planning legislation gave fairly wide powers to local authorities to control the development of their areas, but the powers were restrictive rather than constructive. They enabled the authorities to say to owners "if and when you develop you must use your land for this or that purpose," but they did not give adequate powers to acquire land for constructive development. Moreover the powers were in the hands of the

smaller local authorities and not the county councils, as a result of which town planning was regarded from too local a standpoint. Considerations of regional and national planning were not taken adequately into account and, in particular, there was no attempt to secure a balanced distribution of industry and population throughout the country.

As a result, the increasing concentration of industry and population on the outskirts of the large towns continued, and the population of the small towns and villages, at a distance from the large towns, declined continuously. The destruction caused by the war in the central areas of the large towns made the public realize that town planning in future would have to be constructive. Fuller recognition was also given to the necessity for planning over much wider areas and of securing a transfer of a portion of the industry and population from the overcrowded large towns so that they could be redeveloped more satisfactorily.

Far-Reaching Planning Legislation

During World War II legislation was passed setting up a separate Ministry of Town and Country Planning and applying town planning control to all land in town and country. This was followed in 1946 and 1947 by two Acts which completely transformed the law on the subject.

The New Towns Act, 1946, dealt specifically with the question of the decentralization of the excess population and industry from overgrown towns such as London, Manchester and Glasgow. It enabled the Minister to set up State Development Corporations for the purpose of acquiring large areas of land (which might include small existing towns) to be developed as new towns of from 30,000 to 60,000 population, each to be surrounded by a permanent belt of agricultural land.

Experiments had already been made on similar lines before the war by private companies at Letchworth and Welwyn, 35 and 20 miles respectively north of London. But the Government considered that the number of new towns should be greatly increased and this could only be done effectively by public corporations operating with state finance. About eight corporations have already been formed to develop new towns and several of these have started operations.

The Town and Country Planning Act of 1947 made fundamental changes in law and administration which had proved to be necessary as a result of the comparative failure of pre-war legislation. The Act transferred the primary responsibility for the preparation of plans to the county councils (except in the case of the large towns) so that planning could cover a wider area. But it also gave greatly increased powers to the smaller authorities actually to acquire land and to develop it constructively in accordance with the general plan prepared by the county council.

In addition to these changes, the Act also dealt with one of the great practical difficulties that had arisen before the war—the large amount of compensation which had to be paid

to owners of land if the planning authority considered it in the public interest that this land should not be developed but retained as an open space, or a green belt. The Act transferred to the State not the actual ownership of the land but the values which attached to that land over and above its value for its present use; thereafter any owner wishing to develop his land for a new use has to pay a development charge to the State representing the difference between its new use and its present use. Thus, if agricultural land is used for building houses a development charge arises, or if a house is converted into a shop. The Act recognized, however, that these provisions would create hardships in the case of the owners of land which had already acquired a potential high value in relation to its present use, and a sum of £300,000,000 ($1,200,000,000) was provided to pay compensation in such cases. It was calculated, however, that the amount received for the development charges would, over a period of years, be larger than this sum.

New Towns For Britain

It is anticipated that a considerable amount of the building in the new towns will actually be carried out by the State development corporations, but it envisaged that they will lease some of the land to private builders for building houses and to industrialists for building factories. Except in special cases, however, the Development Corporation, once it has acquired the land, will retain it, even when it leases it to private enterprise for building; the length of the lease will be 99 years, at the expiration of which time both the land and the building on it will revert to the Corporation.

The same considerations apply where a local authority acquires land for the purposes of replanning a central area; the local authority may either build itself, or lease it to private enterprise to build.

Insufficient time has elapsed since the passing of the Acts of 1946 and 1947 for any substantial results to have been achieved. But in addition to the start already made in the case of certain new towns, rebuilding has also started in accordance with new plans in the central areas of some large towns which were badly damaged during the war. Of these Plymouth is an outstanding example.

Found! . . . Community Spirit!

By C. DWIGHT WOOD, Chief, Area Development Division, Michigan Department of Economic Development

The strength of our Nation was born of the initiative, the self-reliance and the willingness to accept responsibilities of individuals and groups of individuals. Those people who moved into the new lands settled near each other for mutual protection, companionship and cooperative effort, thus forming settlements or neighborhoods in

which was engendered the dynamic power of "community spirit." This driving force that draws men together in a united effort to secure a higher standard of living is the American way of life.

As weak and imperfect as our system may be, no other has ever approached its efficiency in bringing a continually better standard of living to the common man. However, through the rapid unplanned growth of our communities with the accompanying increase in the complexity of urban living, the sustaining power of "community spirit" has often been dissipated and sometimes lost. As a result of this weakening there has been a growing tendency on the part of municipalities to seek assistance and relief for their ills at the state or national level. They have partially lost their heritage of community spirit while seeking alms.

The planning and development of our cities and villages cannot be successfully started at the top. It must sprout from firm grass roots in the community. There must be a rebirth of neighborhoods, the most intimate units of urban living, from which springs the fountainhead of initiative, self-reliance and acceptance of responsibilities.

Our cities, large and small, are problems. We have made unparalleled progress in the arts and sciences. Their development has been planned. Seemingly fabulous sums of money have been spent in research to provide factual data on which their advancement has been based. Some cities have been planned since the earliest time of recorded history. Even the most ancient of cities show signs of intelligent design and careful planning.

Yet we in America have not seemed to know how to build pleasant communities in which to live and work. Our cities since the time they were originally platted have been permitted to grow in a haphazard manner with disregard for encroachment and undesirable use of land resulting in the loss of untold sums in tax revenues because of depreciating land values at a time when the cost of providing community services is at an all-time high.

Perhaps we should not be too severe in our self-criticism of neglect and lack of interest in the development of our cities. We must stop to realize that our urban growth has occurred during a century which has witnessed unparalled progress in means of transportation. Our cities and villages were founded in an era dependent upon horses for mass transportation, when the vast majority of people walked to work. The corporate limits of cities were at that time held to a maximum two-mile radius.

As cities grew in population it seemed necessary to crowd as many people as possible within the limits of transportation. This over crowding created our tenements, walk-ups and similar undesirable housing conditions. The increase in land values tempted owners to sell off portions of commodious lots so that two, three and sometimes four houses were erected on land that had originally provided a gracious setting for a single home.

Then came the electric trolley or street-car and the limits of cities were extended to a radius of about five or six miles, the approximate maximum length at which a car line could be efficiently and profitably operated. This expansion in area served by fairly rapid transportation facilities gave people an opportunity to move out from the congested cores of cities. "Out of the smoke zone into the ozone," was a common phrase. But here we made the mistake of subdividing land into 30 and 33-foot lots which, as these areas built up, took away most of the ozone. We find most of this type of subdividing lying between the two and the six-mile circle from the center of our cities and occupied to a major degree by home owners.

With the development of the motor car our cities and villages exploded. No longer were people held within the corporate limits of municipalities. Ten, fifteen, and twenty-five miles became as short a distance in elapsed time as the two miles of a half century ago. Cities sprawled and engulfed towns and villages in their vicinity. People, depending on the automobile for transportation, moved out far beyond the reach of city services—not so much to escape taxation as in quest of light and air and privacy which all too often they did not find because the development of these fringe areas had not been properly planned for good living. The congestion of traffic caused by the ever-encreasing use of the automobile for private transportation has contributed greatly to the confusion and complexity of urban life. The rapid progress in development of more productive, efficient, labor-saving agricultural equipment is another factor in the migration of our people to marketing and manufacturing centers.

Many of our smaller communities have not as yet or are but now becoming aware of their unplanned rapid growth. War-time and post-war expansion, together with the growing trend of industry to decentralize and leave the metropolitan centers, is causing small cities to grow beyond their corporate limits out into the townships. This in turn makes the townships aware of their need for planned development, lest they suffer the blight of the cities.

Cities, villages and towns can be as good or better places in which to live as the rural districts. Properly developed, they have many advantages to offer but it will take a tremendous amount of remodeling or rebuilding to bring such a condition into being.

How can it be done and who can do it? Our cities and towns can cut their problems by the united effort of their citizens, by the rebirth of community spirit, by active interest and participation in the organized, planned development of their neighborhoods, their towns and the region that surround them. People united in effort can accomplish what they will to do. As stated earlier, the planned development of our communities cannot be successfully started at the top. It must be rooted in the desires of the community.

It has been the purpose and intent of the area development division of

the Michigan Department of Economic Development to consult, advise and cooperate with the people of Michigan in the planning of the communities in which they live.

Much has been done in area development organization in addition to extensive servicing of the three existing regional planning commissions. The Department has brought about the organization of a dozen or so counties into water control associations. Preliminary work is being done in several parts of the State which will lead to further area organization built around common problems of development.

At the instigation of this Department, the University of Michigan will soon establish a college course in chamber of commerce work. This project is a fair illustration of the way much of the Department's work is done. First, the Department recognized that its most important service in local development is in strengthening local organizations engaged in such development work rather than performing direct services for them. In this instance the Department reasoned that local development groups would be steadily stronger if a system for professional training in this field could be established in the State. An advisory committee of leading representatives of chambers of commerce and trade associations was brought together and given a proposal that college training for community and trade association executives might be established at one of the State's educational institutions. The idea was enthusiastically received and a plan for such a college course was worked out with the School of Business Administration at the University of Michigan. The advisory committee was discharged and sponsorship of the program turned over to the state association of chamber of commerce and trade association secretaries. A graduate course for chamber of commerce secretaries will be offered during the semester starting in February, 1949 and will be followed later by an under graduate curriculum.

A model township building code for resort areas, prepared prior to the 1948 tourist season was tested by 50 operators and will be printed as a guide to resort owners.

A compilation of all laws affecting local planning has just been completed. In cooperation with Michigan State College, the Department will conduct a clinic for city and county planning commissions. Field contact by representatives of the Department provides council on the community level for all organizational problems, and informs local leaders of state and Federal assistance programs.

An Upper Peninsula industrial development brochure has just been published and is being distributed throughout the United States to attract industry to that region.

After local committees had collected the necessary data for this brochure it was checked by appropriate state departments in Lansing and all the remaining work of editing and preparing the brochure was done by the Department. The brochure contains summaries of 37 community industrial surveys which cover 89 cities and villages.

Community industrial surveys are being made by more than 100 Lower Peninsula communities at the Department's urging and with its assistance. In the Lower Peninsula, district schools for community industrial surveys have been conducted in many towns and within the year the Department hopes to have community industrial surveys in its file for all towns in the State of more than 2,000 population. A community industrial survey is an inventory of the advantages of the community as a location for industry. Prior to the publication of "Location Advantages of Michigan's Upper Peninsula," a Department field representative spent a year supervising community industrial surveys in that region. A city planning manual is being prepared. Several pieces of material for community industrial development committees have been prepared. These include an originial outline for community industrial surveys which is now being widely copied in other States, a manual for community industrial survey committees and material on how to organize community industrial development corporations.

An example of just one town which has been "revitalized" by the Department's community industrial survey program is Chassell, an unincorporated village of 300 population, located in Houghton County in Michigan's Upper Peninsula.

Once a thriving center for the timber and sawmill industries, the town declined in prosperity with the cutting of its valuable white pine, lost its only local banking institution, and most of its industry.

Second growth forests of so-called "inferior" species have come to commercial maturity during the years since the plunder and in 1947 the Michigan Department of Economic Development included Chassell in the list of 37 communities which conducted industrial surveys to determine their location advantages for industry.

As a direct result of the Chassell survey, Kenneth and John Hamer, sons of Edward Hamer, principal figure of Chassell's most prosperous days, have returned to their old home town and established the Chassell Box and Crate Co., which is now marketing packaging materials throughout the midwest.

The enterprise, while a modest infant, has already had an encouraging effect on the little town's economy. The firm now employs 25 men, and assured markets will increase this number to 75 as soon as additional power becomes available.

As a secondary, but direct result of looking at their own potentialities objectively a Chassell sawmill which was working on a part time basis has increased its operations and is supplying lumber to the box and crate factory. Large areas of timber-land covered with aspen and other growths have been returned to a productive basis, the retail establishments of the community, which were distinctly in the doldrums, have received new life, and the entire community is filled with hope and confidence entirely lacking less than two years ago.

Roadside Parks in Mississippi

By A. E. HOLMES, Landscape Engineer, Mississippi Highway Dept.

The program of Roadside parks in Mississippi has an interesting history.

The credit for their beginning can be given to the Federation of Garden Clubs in Mississippi. It was in March of 1947 that a Committee of club members, headed by Mrs. C. O. Dean of Leland, Mississippi, the Roadside Chairman of the Federation, came to the Highway Commission and asked the Commission to build some roadside parks for the State.

The Commission agreed to build twelve to start the program. It was then arranged that a roadside park committee was to contact all the Garden Clubs and select available sites.

A Committee was appointed, consisting of four club members from each of the three highway Commissioner's districts—each District to be given four parks so that each area of the State would receive a pro rata share of parks.

It was then agreed that no site was to be accepted until approval had been given by the Landscape Engineer of the Highway Department, who was to investigate the site and approve it as to possibilities of building a park in the particular location selected, the chief requirements being shade adequate for all times of the day; sight distance on both sides of the park so that no dangerous situation would be created for traffic on the highway; also, that the location be such that no major construction be necessary to get a road into or out of the park. The area required was from one-half to one acre of ground. This land was to be deeded to the State Highway Commission, each deed carrying a provision that if the location was ever vacated as a park the land would then revert to the owner. The deed to the property was necessary as Mississippi law required that the Highway Department own a piece of land before any maintenance work be done.

With these conditions in mind the program was underway and at the end of the first year twelve good locations had been acquired, plans drawn, work orders issued and all but two parks had been finished. These two were delayed because of unforeseen maintenance problems, but were finished some sixty days later.

Then, in April of 1948, the Committee from the Federated Clubs again met with the Highway Commission and asked that the park program be continued and increased.

In the meantime, the Commission had two new men who had been elected to the Commission and immediately planned fifteen more parks. At the present time we are working on the fifteen with six now under deeds with plans drawn, and with at least five more locations a certainty.

Now the important item to the Department in the beginning is the cost of the land. To date every

roadside park location has been donated. This, I think, speaks very well for the public spirit of the citizens of our State, and an interest in tourist comfort and conveniences.

Those who think of this plan as being burdensome should try it. You will find the cooperation and actual work done by the various garden clubs little less than marvelous.

As to the parks themselves, when our program started, Mississippi had two roadside parks—one built by the Department on land already owned by the State and another built by the CCC boys and the National Forest Service cooperating. This last park was put under maintenance of the Highway Department at the beginning of World War II.

Little or no effort has been made to get water into these parks. Two of them, however, have beautiful springs and a fine water supply. Our thought in not making availabilility of water a requirement, was that, in modern travel a great percentage of people carry their own supply; another, that in Mississippi, in some places water is easily available but not of potable quality. Thus, this water could not be used. In other places, drinking water was so deep that the cost was prohibitive under our plans for construction and maintenance.

A great deal of thought has been given to toilet facilities in our parks. None are available now except in the one built by the Forest Service. On this question not much will be done until the Department can be convinced that these can be kept as clean as they should be.

Each park has a least four picnic table units and two fire places. The picnic tables and benches are of concrete and have received a great deal of favorable comment.

Some little trouble was had at the start in getting adequate maintenance. This was soon remedied and at the present time our maintenance men keep them exceptionally clean. The worst part of this problem being of course, the public for whom they were built.

Signs have been erected one mile in opposite directions from the parks and again at the entrances.

The cost of these parks has been an average of about $1200 each, some, of course, costing slightly more and some less.

Altogether we are rather proud of our beginning and have plans ahead for at least fifty parks for Mississippi.

Our use of these parks, so far, both by local people and tourists, has been amazingly large and we invite you to use them too, when you come our way.

Strictly Personal

Edmund N. Bacon has been appointed Executive Director of the Philadelphia City Planning Commission. The new Director fills the position left vacant by the death of Raymond F. Leonard. Mr. Bacon is a native of Philadelphia, and was Chief of the Land Planning Division of the Planning Commission, and Senior Land Planner.

Sidney Maslen, since Oct. 1, 1946, Executive Vice-President of the Washington Housing Association, resigned as of Jan. 1, 1949 to accept the post of budget director of the Community Chest of Greater Toronto, Canada.

John Ihlder, Executive Director of the National Capital Housing Authority, was elected Chairman of the National Council of Housing Associations at its November conference in Philadelphia.

Paul Oppermann, will take up his new duties on March 21 as Director of Planning of the City and County of San Francisco.

David A. Johnston, formerly of the planning staff of the National Capital Park and Planning Commission, has resigned to become associated with the Chicago Plan Commission.

Tam Deering has recently returned from a survey in Japan and Korea as Expert Consultant to the Secretary of War. He is lecturing at George Washington University in the School of Education on Administration and Supervision of Recreation. Mr. Deering heads the firm, Tam Deering and Associates, planning consultants for recreation and parks.

Lake Darling, honoring J. N. "Ding" Darling, will be constructed with funds furnished by Iowa sportsmen groups and will create 10,000 acres of waterfowl nesting habitat. The project is to be located 80 miles northwest of Yorktown, Canada, and will cost about $35,000.

Julian W. Tarrant, consulting city planner who has just completed a San Francisco Transportation and Trafficways Plan, is offering a city planning advisory service for smaller cities. He is located at Lafayette, Calif.

IN MEMORIAM

THEODORE WIRTH

1864-1949

The death of Theodore Wirth, whose work as father of the Minneapolis park system brought him nation-wide acclaim, occurred at LaJolla, California on January 29. He was 85 years of age.

His fame as a park executive and municipal park administrator was world wide. A native of Switzerland, he came to America as a young man and worked for a time in the construction of Central Park, New York, later being appointed superintendent of parks at Hartford, Conn., where he remained for ten years.

In 1906, he was invited to take a similar position in Minneapolis and it was here that he did his greatest work. With only 1,800 acres to work with at the outset, most of it wild and swampy, Mr. Wirth planned and supervised the development of 5,380 acres of park and golf courses, flower gardens and boulevards. So outstanding was the Minneapolis Park System, that park planners flocked there to study the development.

Mr. Wirth wrote the story of the Minneapolis Park System in the October 1943 PLANNING AND CIVIC COMMENT, in which he called the park, parkway and playground one of the biggest assets of the community which had made the city famed throughout the Nation.

At that time, Mr. Wirth was Superintendent Emeritus of the System, his retirement from active work having taken place when he reached his 72nd birthday. He served as superintendent at Minneapolis just one month less than thirty years. In a testimonial presented to him when he retired, the park board expressed its "sincere love, admiration and esteem for his ability as a designer and administrator, his devotion to duty, his loyalty and his unflinching adherence to professional and moral ethics."

Mr. Wirth held membership in the American Planning and Civic Assocation for many years, but his outstanding organizational work was with the American Institute of Park Executives, having been a charter member in 1898. He wielded a tremendous influence in that organization and served three terms as President, one year as Director, and three years as Treasurer. He attended the Boston Golden Anniversary convention September last and prepared a paper, "Our Past and Our Future" for reading at the convention. He was the center of interest at this meeting.

Mr. Wirth is survived by his widow and three sons, Conrad L. Wirth, of the National Park Service, Walter L. Wirth, Assistant Director of State Parks in Pennsylvania, and Capt. Theodore R. Wirth, U. S. N.

Book Reviews

PLACE NAMES OF THE DEATH VALLEY REGION IN CALIFORNIA AND NEVADA. Edited by T. S. Palmer, 1948.

The greatest of the national parks and national monuments each owes its preeminence in public interest and esteem in large part to the ceaseless efforts of one or more able and talented persons (often only one) to collect information about its outstanding features and make the data available to the public.

Death Valley is one of the most famous of the national monuments, and one of its best research historians and naturalists is Dr. Theodore S. Palmer, retired official of the old United States Biological Survey, now the Fish and Wildlife Service, and a member of the famous Death

Valley Expedition of 1891 which included many other eminent men, such as the late Doctors F. V. Coville, Edward W. Nelson, Vernon Bailey, C. Hart Merriam, A. K. Fisher and Major General Frederick Funston.

Dr. Palmer, now in his 82d year, has just published privately his "Place Names of the Death Valley Region, California and Nevada," a volume of valuable information written with the clarity of expression and the accuracy that have characterized all of the author's articles and reports over a period of a half century. This volume on the names of the Death Valley country becomes at once an exceptionally important item in the literature of a region rapidly growing in popularity as a winter paradise for travelers. Until recent years it was simply regarded as a land very remote and dangerous for man and beast.

Dr. Palmer's search for data on the origin of Death Valley's names was long and arduous. It involved deep study of all the old records of exploration from Fremont's party through those of the boundary surveys to mining company expeditions; careful analysis of the Gold Rush group wanderings while lost in the desert; and inquiries over many years addressed to Indian agencies, naturalists, mountaineers, 20 mule skinners, prospectors and borax miners. The magnitude of his task can be measured to some extent in perusing Dr. Palmer's foreword in his book. This statement in itself is extremely interesting. Here the author takes his readers on a hurried journey clear across the vast field of his research.

The book is undoubtedly as complete as a first edition of a place name compilation can be. That it will be extended from time to time is certain and Dr. Palmer invites supplementary data.

This reviewer with mingled pride and regret must state that the first edition is practically exhausted, because it is a collector's item. However, the Dawson Bookshop in Los Angeles is already preparing to issue the second edition with the author's blessing.

We salute Dr. Palmer, probably the last survivor of the 1891 Death Valley Expedition, and hope that his health and strength will permit production of more Death Valley books out of the storehouse of his memory and the abundance of his notes and collected material.

Horace M. Albright, New York, N. Y.

Recent Publications

Compiled by NANCY L. BUNN, Assistant Librarian, Rotch Library, School of Architecture and Planning, M.I.T.

Florence, P. Sargant. INVESTMENT, LOCATION AND SIZE OF PLANT; A REALISTIC INQUIRY INTO THE STRUCTURE OF BRITISH AND AMERICAN INDUSTRIES. Cambridge, Cambridge University Press, 1948. 211 p. Tables (part fold.) 18s.

Using the British *Census of Production* and the U. S. Census of *Manufacturers* as a basis for his conclusions, Mr. Florence investigates the differentiation of industries in respect to the character and determinants of plant size and follows this with a wide survey of location and investment of plants. He regards his books as an opening in the exact statistical studies of industry which must be made, and insists upon the tentativeness of his conclusions on the efficiency of the large plant, the survival of the small man, the trend toward private monopoly and the dispersion of industry.

Hounsfield, R. B. TRAFFIC SURVEYS; PRACTICAL METHODS FOR PLANNERS AND ROAD ENGINEERS. London, Wood [1948]. 47 p. diagrs. tables. 3s. 6d.

The knowledge of traffic conditions is essential to the planning of cities. A method for obtaining a record of such conditions, heretofore a highly complicated and inaccurate process, is proposed by Mr. Hounsfield, who stresses the necessity of simple organization and objective thinking in determining the necessary road layout for effective traffic circulation, both in the outlying regions and in the congested districts of a city. In this brief but thorough booklet, he discusses purposes and types of surveys, uses of existing information, analysis of surveys, methods of presentation and finally, traffic forecasting.

Lewis, Harold M. PLANNING THE MODERN CITY. New York, Wiley [1949]. 2 vols. il. maps, plans, tabs. diagrs. $12.

Based on a book first issued in 1916 and prepared by the son of the original author, *Planning the Modern City* adheres to the original thesis that city planning is primarily an engineering problem. Although this comprehensive two-volume set includes little change in its statement of fundamental planning practices and theories, it incorporates much material concerning new developments and problems which have arisen in the field and it brings old statistics and illustrative material up to date.

Lewis, Harold M. THE 23RD STREET DISTRICT, THE PLACE—TO LIVE, TO SHOP, TO WORK, TO BUILD. New York (City), Twenty-third Street Association, 1948. 11p. maps (part col. and fold.) tables, mimeo.

Comprising the area from 18th to 23rd Street and from the East to the Hudson River, the 23rd Street District is a vital area in Manhattan which, to exist effectively, must have a local plan to cover such factors as protection of its residential areas, replacement of obsolete buildings, location of business and industry and development of a program of public improvements. This preliminary report is designed to arouse an active interest in the desirability of a neighborhood plan, to delineate the existing conditions and to present a program of further study to provide such a plan.

Milwaukee. Redevelopment Coordinating Committee. BLIGHT ELIMINATION AND URBAN REDEVELOPMENT IN MILWAUKEE. Milwaukee, The Committee, 1948. 190p. maps (part col.) tables. $2.50.

The ruinous social and financial consequences of urban blight are realized in this explicit survey and analysis made by the Redevelopment Coordinating Committee of Milwaukee. This committee, established to correlate the effort of the city departments which are concerned with redevelopment, chose the method of survey and qualitative analysis, developed by the American Public Health Association's Committee on the Hygiene of Housing, as the most effective technique of evaluation. The description of the findings based on this method are applied to eleven census tracts selected for study.

New England Council. Power Survey Committee. POWER IN NEW ENGLAND, Boston, 1948. 83p. fold. maps, tabs. diagrs. $1.

An increase in power demand exists in New England. This careful study estimates the power requirements for the next ten years and discusses the most practical methods for providing for the increase by new steam, hydro and internal combustion plants. The trend of manufacturers toward dependence on electric utilities for power supply is emphasized.

Ricker, Edmund T. THE TRAFFIC DESIGN OF PARKING GARAGES. Saugatuck, Conn., The Eno Foundation for Highway Traffic Control, 1948. 182p. charts, diagrs., tables, photos.

"Where can I park my car?" The author believes that properly located, designed and operated parking garages will do much to solve the serious parking problem in most cities today. In this study attention is brought to the physical design features of parking garages from a traffic engineering point of view. Though detailed and augmented by diagrams and dimensions, the report also emphasizes the broader aspects of the inter-relationship of parking demand, of design features and of operational methods.

Silk, Leonard. SWEDEN PLANS FOR BETTER HOUSING. Durham, N. C., Duke Univ. Press, 1948. 149 p. il. maps. $4.

All those concerned with the improvement of housing in the United States will profit from this detailed account of Sweden's methods of planning and financing her long-range housing program. There is a description of the development of housing in Sweden, related to the broad political, social and economic problems, concluding with a discussion of the growth of the new public utility concept and its parallelism with our policies.

Solow, Anatole A. A PLANNING PROGRAM FOR THE CAPITAL OF COSTA RICA. Washington, D. C., Pan American Union, 1948. 61p. maps, plates, mimeo.

San Jose, one of the most beautifully situated cities in South America, is suffering from over-population and from failure to adapt itself to the industrial age. This study, prepared cooperatively by the City, the Costa Rican government and the Pan American Union, proposes in broad terms a plan for the orderly development and redevelopment of the capital city, with attention to the administrative and legal provisions. Mr. Solow stresses the need for the creation of a planning commission, for professional planners and for the education and participation of the public.

Planning Reports, Etc.

Cambridge, Mass. Planning Board. WAR MEMORIAL SITE SURVEY. Cambridge, Mass., The Board, 1949. 12p. il. photo. map, mimeo.

Chicago. Plan Commission. TEN SQUARE MILES OF CHICAGO. A report to the Chicago Land Clearance Commission. Chicago, The Commission, 1948. Maps, charts, tables.

Clark, Kenneth E. OPINIONS OF RESIDENTS TOWARD AN INDUSTRIAL NUISANCE . . . Reprinted from *Journal of Applied Psycbology*. Vol. 32, no. 5, October 1948. 8p.

Lagemann, John. YARDVILLE, U. S. A. As featured in *McCall's Homemaking* February 1949. 10p. il. photos. (part col.) 10c.

Oakland, Calif. City Planning Commission. TWELVE YEARS OF ZONING ADMINISTRATION. Oakland, Calif., The Commission, 1947. 35p.

Oklahoma City. Planning Commission. A COMPREHENSIVE AIRPORT PLAN. Oklahoma City, The Commission, 1948. 22 p. maps, charts, diagrs.

Philadelphia. Redevelopment Authority. *REPORT, 1948*. Philadelphia, The Authority, *1948*. 33p. photos.

U. S. Veterans Administration. FOR THE HOME BUYING VETERAN, HIS RIGHTS AND WRONGS. [Washington, D. C., G.P.O., 1949] 22p. 10c.

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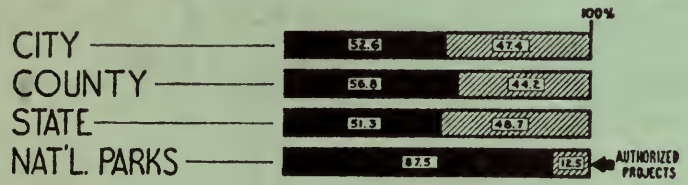

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INCREASED LIVING TENSIONS
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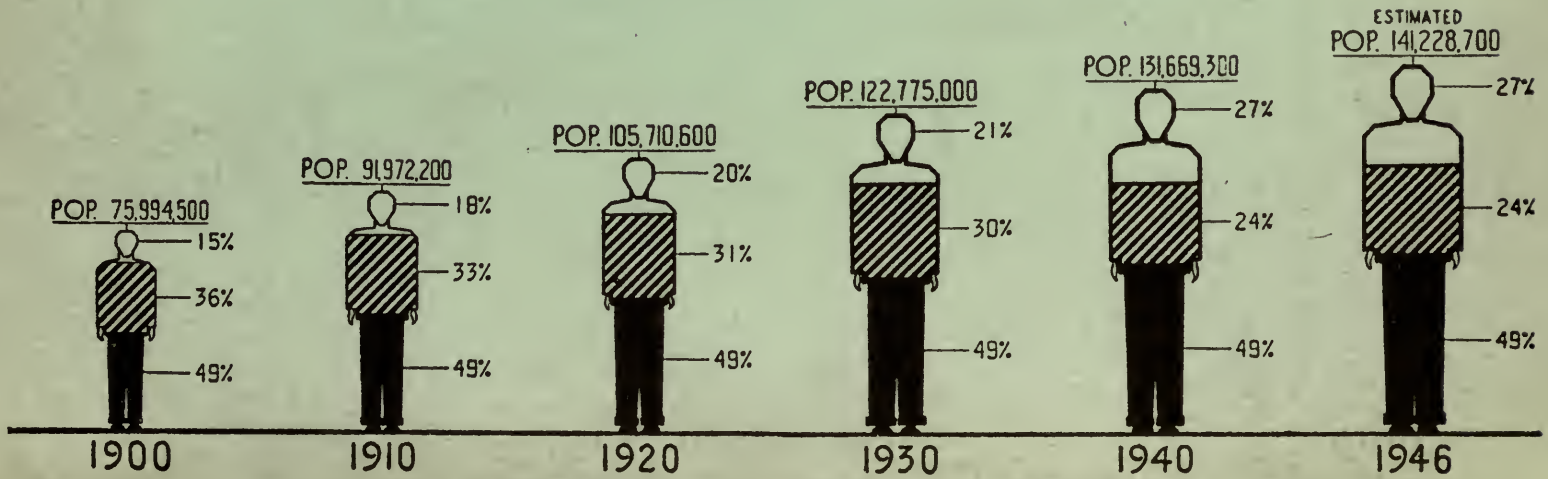

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December 13-17, 1948

At Harder Hall, Sebring, Florida and Highlands Hammock State Park

A Tour to Myakka River State Park, Sarasota, Town of Everglades, Miami, Everglades National Park and Key West

By Tom Wallace,
Chairman of the Board of Directors

(Mr. Wallace is Editor Emeritus of The Louisville Times. Articles in this cover are reprinted from The Times.)

JANUARY—MARCH 1949

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Florida Highlands a Land of Gleaming Lakes

'eninsula's inland, where people ive placidly upon the soil, is n contrast to gay beach resorts

EBRING, FLA.—Driving 100 miles through Florida hills, amid orange groves and leaming blue lakes—between Tampa and Sebring—I had my first view of the high-ands of the peninsula.

There are hills in the vicinity of Talla-assee, and lakes. And there are lakes all ver Florida. In the entire state there are, oughly, 30,000 lakes, all of them big enough or bass, many of them big enough for boats. The largest, Okeechobee, is forty miles long nd twenty-five miles broad. That on the hores of which this article is written is five niles long and about three miles broad. I ave seen not more than a half-dozen boats n it, two launches and three or four skiffs.

Driving from Tampa I rarely saw evi-dences of much use of the lakes we passed, ne of them quite definitely larger than hat which my hotel fronts. This is a sandy errain. The lakes are sand-bottomed, sand-ordered. The only explanation of rarity f boats seems to be scarcity of population nd familiarity with water which would hrill people not born and bred in a state lotted with natural lakes.

Typical Florida lowlands lakes are bedded n muck. Their borders are swampy, with he result that unless a pier is built from the nargin, neither swimming nor boating is ractical, and fishing must be done, or is one more easily, from a boat. That is not rue of lakes in the highlands. Here lake ottom sand is slightly yellowed by humus rom shoreline vegetation. The shallows are ot as brilliant as those lakes in Michigan, Minnesota or Northern Indiana, but the cene is nevertheless entrancing.

F KENTUCKY had one natural lake like that to which residents of Sebring seem to ay little attention, it would be completely urrounded by fishermen's lodges and would e the scene of a brisk market for fishing ackle and other anglers' supplies, a scene f organized services for sportsmen—and a nost unattractive spectacle compared with nat of a lake frequented by gulls, ducks, erons, egrets, water turkeys and other ndigenes.

I read recently in a book, perhaps Fair-eld Osborn's "Our Plundered Planet," of lorida's development having given the state Coney Island atmosphere. Inland Florida no more like Miami Beach than Central ew Jersey is like Atlantic City. Here peo-le live placidly, upon the soil mainly. They epend to some extent, but not greatly, upon Northerners who seek a soft climate and wish to rest and relax, because of age or temperament, at rates per day, per week, per month or per winter much lower than those paid on either coast.

Tampa, old-fashioned, slow-going, self-sustaining and self-sufficient, more like Mobile than like Miami in tempo, has a Spanish restaurant where it is easy, rather than hard, to spend $10 for dinner if the beverage matches the viands as well as the head waiter knows how to match them; a restaurant at which one may begin dinner with a stone crab cocktail—not a beverage—which costs $2. But after one drives out of Tampa through Ybor City, the Spanish quarter, and heads for Lake Wales, he is on the way to the natural life of a state which is 18,000 square miles larger than Kentucky and has a resident population smaller than that of sparsely populated Kentucky.

The coasts are, of course, Florida's gold mine. That may be always true. Next to picnics people like bathing, statisticians of the outdoors find. As most people do not swim, or do not swim well, they like shallow water, which is at its best where there is surf. It is futile to argue that those who like the crowd and can afford what it costs to play about Florida's shore-line, longer than California's, should go in-land. But many people winter in the hills, amid the fresh water lakes, to escape Coney Island aspects of the East Coast, or the tourist-flavored life of the West Coast.

A generation ago, when Henry M. Flagler completed the Florida East Coast Railway from Saint Augustine to Miami, he wired Plant, railroad king of the West Coast, an invitation to visit the East Coast. Plant promptly wired back: "East Coast? Never heard of it. Tell me how to find it." Came as promptly the reply: "Go to Jacksonville and follow the crowd."

That was a prophetic telegram as well as a quick and sharp retort. The East Coast's population has so swelled that Miami, which had two or three hotels when Flagler fin-ished his railroad, now is a teeming city extending to man-made islands in Biscayne Bay. And Miami Beach is a separate city on the strand between the bay and the ocean.

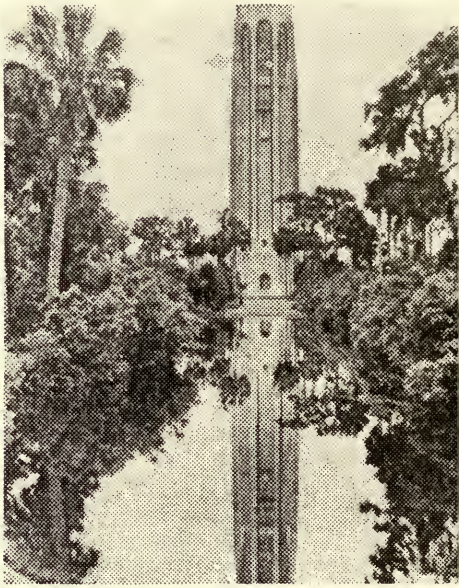
If you follow the crowd from Jacksonville you reach the celebrated part of Florida. The West Coast is heavily patronized by Northerners. If you wish to avoid the crowd you may try your luck in central Florida, and in the Florida highlands, a rolling country much more beautiful than the flatlands, you find what any coast-frequenter would call another world. Many people, not too many, like it as a world of elbow room and little hawking of costly wares and costly services.

I HAVE just returned from canoeing on the lake which begins where the lawn of the hotel ends. Yesterday I was out in a rowboat. I borrowed the rowboat at the hotel and borrowed the canoe from a professional demonstrator. The lake mirrored the hotel and the shoreline pines and laurel oaks. The scene was marvelous. Anyone wanting to use a canoe on such a lake could drive to Florida with an aluminum or plywood canoe on top of his car—and find thousands of lakes on which to use it, and many rivers.

Many winter visitors who are patrons of the Florida highlands are people who come for sun and armchair life, and are content to look at lakes rather than to boat upon them, or even to fish them, old people, retired, or not strong. Some of the Florida lakes run in chains, one emptying into another. Some of the chains in this region run toward the Okeechobee Basin and feed that lake. Others are not connected with other lakes.

In the North where there are lake chains, canoe cruising is well developed. For example, in the Quetico-Superior region on the border of Canada and Minnesota. On the Thames in England many Canadian canoes are in use and short-distance cruising in canoes is made easy by abundant services, such as restaurants, ashore. Canoeing could be developed in inland Florida, but, apparently, nobody has thought of trying to develop it, although overboard from any canoe almost anywhere, bass which would test the angler's line and skill a abundant in almost virgin waters.

The editor of a nationally-circulat anglers, magazine has wintered in Sebri 27 consecutive years.



Bok Tower, Lake Wales, Fla.

Honor Paid Father of Indiana's Famed Parks

Trail in Florida reservation is dedicated to the late Richard Lieber at impressive ceremony

HIGHLANDS Hammock State Park, Highlands County, Fla.—I witnessed here at sunset a definitely dramatic event in a theatrically beautiful setting. The drama was more impressive to those who knew the background of the incident than it could have been to others.

A trail in Highlands Hammock State Park was dedicated to the late Richard Lieber of Indiana, who is credited nationally with parenthood of the famous state-wide chain of Indiana state parks to which, nowadays, all reference books dealing with assets and

Lieber

achievements of stat refer. Colonel Lieber w influential nationally behalf of right treatme of natural resources, a wrote an authoritati book upon the subject.

The ceremony was bri and simple. The tra marker was of cypre Where the trail led fro the automobile road an a cient myrtle oak, or wat oak—I am never confide when attempting to class fy Florida oaks — stoo dividing two pathways which led into t depths of the park which Colonel Lieb declared one of three natural parks, in t nation's state park list, which exceeded others in value.

The park will, if fire is kept out of it, reserve for future generations a bit of 'lorida scenery which is almost as it was, nd as countless thousands of acres of hamıock land were, before the scourge of fire 'hich attended development of Florida for itrus fruit groves, farms and cattle pasıres. I knew South Florida more than a alf-century ago, when every hammock—n Indian term for a forest or grove of road-leaf trees in which the sun does not each the ground—was alive with lizards, round tortoises, chameleons, ground-nestıg birds, tree-nesting birds and squirrels; 'hen a hammock was never silent.

"HE burning that has been done during a half-century has so modified the fauna f Florida that it may never be completely estored in any reserve smaller than Everlades National Park. The flora that was) rich when the state was undeveloped may ever be widely restored in all of its vaety on any considerable scale. But the ammocklands which constitute a large part : Highlands Hammock State Park exempli- the virgin wilderness of the peninsula as early as anything anyone would now find ı the course of a week's search. It was ecause of that quality in the reservation hat Colonel Lieber appraised it so highly. The decision to dedicate the trail to him ad the value of a gesture, made deliberely, in behalf of the distinguished Inanian's parkmaker's park philosophy, though it may not have been so planned. he dedication occured when the National onference On State Parks, holding its anual meeting in Florida, beginning at ebring, a few miles from Highlands Hamock State Park, had before it a report of ıe Committee on State Park Facilities and ervices. The report, with comments by harles G. Sauers of Illinois and L. L. Huteston of New York, included "highlights pon state park philosophy" in the form of xcerpts from utterances of Lieber and hers reflecting their authors at various ational meetings of park-makers and park dvocates.

"Parks," Lieber was quoted as saying, ıre the show windows of all conservation. herefore we must know that to preserve em for all time to come and be of use to unborn generations, we, in our time, must see to it that preservation takes precedence over use . . . Especially to be watched are so-called recreational uses, desirable in themselves, provided they do not swing off into mere amusements, becoming improper and destructive in natural areas dedicated to the public weal."

"FOR my money," says Mr. Huttleston, "nature study (in state parks) is a weak 'may' instead of a strong 'must' . . . gratuitous educational or cultural activity has no place in state park work . . . Educational activities belong to the educational department."

There are two approaches to the problem of state parks. One is that of Colonel Lieber, and of Captain Charles G. Sauers, chairman of the committee to whose report I refer. The other is that of park-makers who look upon amusements in state parks as being of primary importance. They have little patience with what they consider the old-fogy attitude which Colonel Lieber, as here quoted, exemplified. The most hotly discussed question in the National Conference On State Parks from year to year is that upon which the two schools differ.

After the trail was dedicated people from 21 states walked it, and returned to their cars. Sunset is quick in Florida. Although the trail was short, the ground level, walking easy, shadows were falling, in a forest which has the quality of a cathedral aisle at midday. As the motorcade passed a glade an antlered stag leading several does came from the forest as if he and his harem were part of a play and had been drilled for the performance.

Those who had assembled for the dedication drove back to Sebring impressed by the scene and its significance.

The park, spectacularly beautiful, speaking literally, because of the abundance and variety of its palms, its oaks and pines, was a perfect setting for such a tribute to a man who said, speaking of state parks, at Norris, Tenn., in 1938: "I would not be at all interested in the work if the function of parks . . . were merely to provide shallow amusement for bored and boring people."

Missy: The Alligator Who Came to Dinner

sherman's call brings queen f creek in Florida state park surface with a hungry mouth

IGHLANDS HAMMOCK STATE PARK, Fla.—Believe it or not, Hayden Williams, Seing correspondent of The Tampa Tribune ıd former publicity man for Highlands Hammock State Park, made good when he told me he would take me to Charlie Bolich Creek, catch a fish and call an alligator which would come to the surface and eat the fish.

Charlie Bolich Creek traverses Highlands Hammock State Park. It is usually called Charlie Bowlegs Creek, and many persons mistakenly believe it was named for a son or relative of a Seminole chief, the late Billy Bowlegs.

The creek is a typical blackwater stream which runs through a typical cyress swamp. Mr. Williams tied a fishing pole on his car and we set out for the creek. We parked near a bridge. Mr. Williams began calling: "Hey, Mississippi, where are you? Missy, Missy, Mississippi, come get your dinner." Within a few minutes the head of a five-foot alligator appeared above the still, dark waters of the creek about 200 feet above the bridge. Missy was ready for dinner.

Twenty or 30 minutes elapsed before Mr. Williams hooked a shiner and strung it on a hookless line, while Missy waited, sometimes on the surface, sometimes submerged. When the fish was strung Mr. Williams used a short cane pole to dangle it in the water. Up came the alligator for it, and after a few passes at it, with mouth wide open, she caught it and crunched it joyously.

AGAIN Mr. Williams began fishing for shiners. Missy waited about, now rising, now submerging, and looking interestedly at the angler with her one good eye. It was easy to imagine that she lost her other eye trying to take a wildcat while it drank unsuspectingly at the water's edge. Wildcats are plentiful in the park. A wildcat does not seek trouble with man or mammal, but it is shifty when, against its will, engaged in combat.

Mr. Williams did not succeed in catching another fish. The sun was setting. The darkness of the swamp was enveloping Charlie Bolich's Creek. Missy, idling on the top of the water, waited another serving of live fish. Mr. Williams wound his line around his cane pole, tied the pole on his car. We offered apologies to Missy over the bridge rail.

The exhibition would have made an excellent moving picture. As the darkness gathered we saw a half-dozen deer within the car lights as they browsed in the jungle. A monkey-faced owl's tremendous hoot echoed among cypresses.

That Hooker's Hammock was reserved before Florida undertook state park-making was due to a woman's interest. The area was so liked by Mrs. John Robeling, wife of a wire magnate who built Brooklyn Bridge, that she acquired it by purchase. After her death it was deeded to the state. It is, of course, a wildlife refuge. Amid the cypresses, by day or by night, anyone who remains alone, and silent, can hear the life of the wilds in the water, in the trees, in the sky above the treetops.

Fish jumping, kingfishers, egrets, herons, water turkeys flying and squawking, wildcats (in the night's still watches) awaken ing the woods with their tumultous mating battles, owls "hoo-hooing," and less easil identified denizens of the swamplands an uplands forests tell the listeners that lif goes on at all times where furtiveness c residents is such that a chattering thron of park visitors may stream through th park and across the "cat walk" that tra verses the cypress swamp and see littl which indicates that wildlife is taking ac vantage of sanctuary.

More wildlife may be seen by walkin but it is possible to drive a car along road flanked by a ditch which was th road-maker's borrow pit and see numerou alligators sunning themselves at the wate margin, and numerous aquatic birds, a short range.

MYAKKA State Park, near Sarasota, lik Highlands Hammock, owes its existenc to a woman's interest. Mrs. Potter Palmer Chicago, a native of Kentucky, bought th tract that is now Myakka because she wa impressed by it. Both of the parks, eac comprising thousands of acres somewha alike in characteristic aspects, are in dange of destruction by fire.

In the middle thirties I drove to Roy Palm State Park, in the Everglades, to sho my wife a small patch of Florida whic was like a large part of the peninsula wa when I first knew it. Royal Palm, withi the present boundaries of Everglades Na tional Park in the latitudes in which roy palms are native forest trees, was n legally a state park. It was presented the state by the Florida Federation of Ga den Clubs before Florida had a state pa bureau.

For a time it was protected by saturatio and occasional inundation, of the su rounding land, at lower levels than that the park. Drainage of the Everglades r duced its surroundings to tinder-d meadowlands Along came a grass fire, u impeded by man, and raced across the han mocklands of the park. Within a hal century, perhaps, the tract can be restore as part of the national park.

Highlands Hammock State Park is i adequately protected by tractor-made fi ianes It has no protection from crow fires in the pines of its surroundings b yond that which is due to fires that ha reduced the stand of pines.

While Floridians squabble in the Legi lature about whether protection of fores from fires should be under a state-wide la or wait upon the disposition of countie Highlands Hammock and Myakka may su fer the fate of Royal Palm.

›ightseeing Tour Through a Circus King's Palace

Exterior of the John Ringling home in Sarasota is described as a reckless riot of gaudiness

'ARASOTA, FLA.—As surely as anyone who studies German in an American school ›ads "Der Tannenbaum" and "Der Spazier- ›ang" he reads a famous poem, by Johann udwig Uhland, which begins: "Hast Du as Schloss gesehen, das hohe Schloss am eer?" (Have you seen the castle, the igh castle by the sea?) The next line, if y memory is not at fault, refers to the ›ld and scarlet, or maybe rose, with which ıe castle or the circumambient scene glows, eams or shines. And lemon and brown ıd a few other colors and you will have fair mental picture of the outstanding 'ormer) grand residence of Sarasota.

The late John Ringling, represented in a ›rtrait, painted to his order, which hangs ›on a wall in the great living room of his ore or less Venetian-style palace, was a mpetent judge of elephants, women, lions, gers and the psychology of the masses. A cture of Mable Ringing, wife of John, is r far the most impressive ornament in the illion-dollar, or millions-of-dollars, resi- ›nce which looks out upon the blue water Sarasota Bay.

I don't know Venice. One of the Doges, ho wouldn't have heeded Polonius' ad- ce to Laertes on taste, may have had such house, expressed in fancy.

As a possession of Sarasota, showing how circus man dreamed and built, the palace —a circus. I refer to the exterior. Much the interior, and there is much of it, is far better taste than the interior of the sidence of the late Frederic Vanderbilt, ıo was not a circus man but one who uld have been a ticket-taker at the doors society.

Vanderbilt's house, on Hudson River, now federal government exhibit, is on its out- le a presentable edifice made of sawed ›ne, in the Greek temple style, by Stan- rd White, I believe. It would ornament county seat as a courthouse. But its in- le is extremely bad and the master's bed- ›m is supremely ridiculous in its lavish- ss of decoration. Mrs. Vanderbilt's bed- ›m isn't as bad, but it is bad enough, as is nearly all of the rest of the interior. John Ringling's bedroom—twin beds made, as I recall the legend, for Napoleon—is, by comparison with Vanderbilt's, modest, subdued, a bit humble.

Vanderbilt is said to have employed 30 house servants. That may have been necessary—to get the work done—because so many of them spent much time in dark corners giggling at the boss' ideas of magnificence.

THE street-side exterior of the Ringling house shouts at the passerby, with its high colors, its reckless riot of aureate gaudiness.

On the other side there is a view of sky-blue water which must have decided the situation of the house, and which does great credit to the perceptions of Mr. Ringling. That view, and Mable, made John's establishment romantic.

There is nothing suggestive of the circus in the mein and demeanor of the conductress who tells visitors to the House of John how much everything cost. She has a "naughty little twinkle in her eye" (refrain of a musical comedy song of the Gay Nineties) as she herds visitors off of the rugs, onto the runners, that the chattels of John may endure under gapes, rather than be ground under boots, of persons to whom a rug price is a thrill if the rug is the sort Vanderbilts and Ringlings buy.

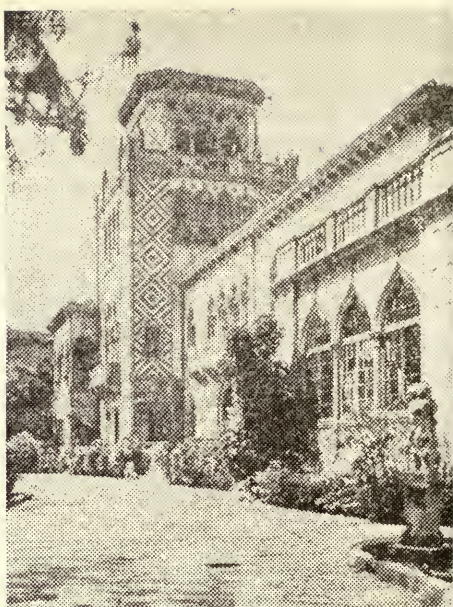
That is not true of the barker for the John and Mable Ringling Museum of Fine Art, which, with the palace, was presented to Sarasota because the couple died childless. He is a humorist full of jokes. They flow from him like the waters of a bubbling spring. He shows a painting, price-tagged by him, with such a roar as: "Maybe you think drawers are modern. Look at 'em on that child, in a painting 200 years old."

His voice is worthy of the respect of one who has sought the bubble reputation at the cannon's mouth. His inventory of the costly wares John Ringling accumulated is complete, and beyond doubt accurate down to the last million. One forgets the paintings thinking about the artist who discusses them. He could make the fat woman of a side show famous as the fattest woman any side show ever showed.

ANYONE who is a critic of art, or merely one who can walk with pleasure the aisles of art galleries, could spend days in the Ringling gallery unharangued and be thankful to the Ringlings for having collected the paintings and for having bequeathed the collection to Sarasota.

The circus still winters near Sarasota, and a philistine might say something in behalf of those who go to see the animals instead of the pictures, if it be true, as I am told it is, that one may look at the animals without being told officially how much each of them cost, and how few other collectors, on earth, if any, have collected as many animals—each of them genuine—at such outlay.

Delegates to the 28th annual meeting of the National Conference On State Parks saw in the forenoon Myakka River State Park, an area of natural beauty unmarred by man which so impressed Mrs. Potter Palmer of Kentucky and Chicago that she bought it and protected it. There they saw the dance of the sandhill cranes. In the afternoon they saw in Sarasota's tropical jungle (an enterprise) pathetic pinioned scarlet flamingoes which will never fly again, and the Ringling "castle by the sea glowing with gold and rose," and heard the golden legend of what each item cost. It was a full, and varied, day.



The John Ringling Home

Park Service to Let Nature Reign In Everglade

Under U. S. supervision it can be of value to Floridans as a factor in meeting water problem

COOT BAY, Everglades National Park, Fla. —If the federal government acquires all of the area at which it aims, 2,000 square miles, Everglades National Park should be of great value to Florida as a factor in the state's water problem, previously discussed in this series of articles, as well as to serve as a wild life reservoir in a region unique in the United States.

No state's water supply was as stupendous as Florida's a generation ago. No state possessed water of better quality. Even today the crystal-clear waters of numerous famous Florida springs, of which Silver Springs is a notable example, amaze people who have heard true but incredible tales such as the statement that a dime is visible under 60 feet of water which flows in such volume that it makes a river immediately after boiling from the ground.

Some years ago I told a Jacksonvillian, who asked me if I had seen Silver Springs, that I had deliberately passed it by as probably just another show not worth seeing. He replied that he had a Rolls-Royce and that if I would drive with h from Jacksonville to Silver Springs would show me that the show was wo the trip. I took him up. He was right.

But some of Florida's widely-kno springs are showing the ill-effect of Flori ians' failure to understand that cri crossing land with drainage ditches is risky project. The State Division of Wa Research says Kissingen Springs, near B tow, and Crystal Springs in Pasco Cou are declining. Kissingen ran 33 cubic f of water per second in 1934. Now flow is 9½ cubic feet. Crystal has dropp from 94 cubic feet to 51 because "water being used or wasted faster than it is comi in." Scanty rainfall is not the cause dwindling springs, the Water Research vision says. I referred in another arti to a vigorous Florida spring, which visited in 1900, that has entirely dis peared. I have referred to the fact t salt water is invading areas which l the outward pressure of underground fr water which they had formerly.

THE EVERGLADES was never a swamp in sense in which the word is used m more widely than the actual character typical swamps warrants its being us The water in the 'glades before drain was clean. But it inundated great ar

here some people believed the soil inexaustibly fertile. Drainage revealed that uch of such land was peat, that some of it xidized—disappeared in the air—after it as exposed to the sun. Such soil will proice amazing crops—for a time.

It was also found that drainage could cut own dangerously the flow of water southard from the Lake Okeechobee area and e flow of water to the Okeechobee Basin om the north. It is now realized that estoration of areas too much drained is ecessary and it is hoped that engineers ay be capable of undoing much of what ey have done.

Everglades National Park will disappoint vo classes of persons: those who expect sort hotels and organized amusements, d those who, having heard much of the nysterious" Everglades, will feel let down y the spectacle in which there is no mysry when it is seen from a boat, a car or plane. Vast meadowlands, at some seans vast bodies of shallow water dotted ith gently-rising tree-clothed hammock nds, are to some persons monotonous, nely, featureless.

The National Park Service has no plan, no esire, to lessen the loneliness, the motony. Its job will be to conserve the atural aspects of the Everglades and to estore, so far as that may be possible, those pects where the intrusion of adventurers politics and engineers-on-assignment ave affected them destructively.

The Everglades are the feeding ground wildfowl and birds, and of animals, the rgest of which are deer and bears and nthers. The animals inhabit areas that em to be worth more as they are than ey would ever be worth as a result of hat is called "development." The nanal park is designed as a preventive of ange. Its accommodations for overnight atrons will be, as nearly as possible, a rvice for persons interested in what is the Everglades; a service which will not tisfy or attract people of the sort whose atronage is sought by the luxurious hotels the East Coast or the West Coast, or ose of inland Florida in which sunshineekers winter.

Florida cattlemen's drive against deer me years ago, reflecting belief that they ere carriers of cattle ticks, seriously deeted the state's formerly bountiful supply deer. Nobody will kill deer in Everades National Park except at risk of punment. Florida bears are decreasing pidly. They will be protected in the tional park.

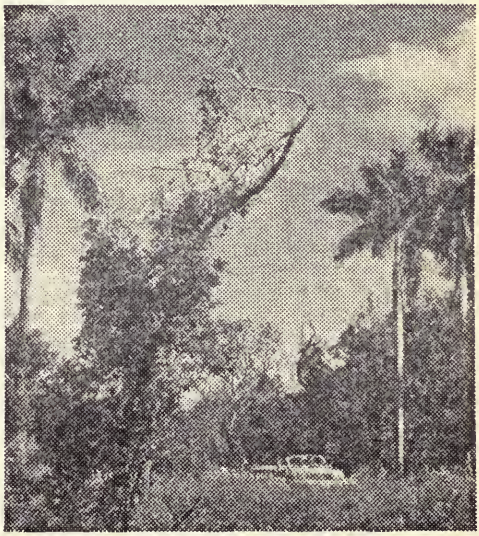
Killing panthers is a sport in Florida. the Everglades, because fluctuating water vels do not encourage cattle ranching; beuse natural meadows are sometimes suberged, panthers are not destroyers of farm estock. It is believed that they live upon ccoons mainly. The supply of raccoons abundant. Panthers may eat low-roosting or ground-nesting birds. The supply of birds is abundant.

FISHING will be allowed in the park, but crocodiles and alligators will be protected. Crocodiles—salt water reptiles—will be protected in Florida Bay, where they were always rare and hard to find, for a long time believed mythical. Alligators, which live in both salt and fresh water, but chiefly in fresh water, and which multiply wherever they are protected, will become as numerous as they were when only Seminoles lived in the 'glades.

Wild life is now on the increase in the park. Upon a one-day inspection of the reservation, in the car of Superintendent Dan Beard, I saw far more birds than I saw from a steamboat a few years ago on Magdalena River between Puerto Salgar and Barranquilla, a three-days voyage, with the current. The Magdalena is a major river of South America—not large by comparison with the Amazon, of course—and drains a wild terrain.

Everglades animals, with the exception of deer, will be always furtive, no doubt—feeding and taming bears will not be encouraged—but at present wood ibis, ducks, coots, snowy egrets, American egrets, ospreys, eagles, great blue herons, great white herons, and many other species are little disturbed by passing cars, and may be seen at short range. The water they require to keep their food supply abundant is water Florida needs to keep salt water from invading land which lies close to the level of the sea.

Everglades birds doubtless will in time attract to the national park millions of observers who will find the 'glades fascinating.



Florida Governor Moves to Protect Water Front

Estuary bottoms would be made property of adjacent counties and cities to end exploitation

MIAMI, Fla.—In other articles I shall mention the fact, without attempting the narrative which arises from it, that misguided drainage of fresh water from wide areas in Florida has resulted in entrance of salt water into areas in which the ground water was dependably fresh in the pre-drainage period.

Florida has two widely different water problems. The State Division of Water Survey is waging war against misguided drainage. Governor Fuller Warren made a campaign pledge to halt what Floridians call bay-bottom grabbing.

The water board holds that Florida waters should belong to all of the people, by law, and not to individuals. It suggests a basic water doctrine declaring the rights of the people paramount as to all of the waters of the state. Under the plan it proposes water, publicly owned, would be administered and controlled "for the benefit of the whole people as well as that of individuals concerned," meaning owners of land abutting upon water. The state would take title to water of all streams and lakes —Florida has more lakes than any other state—and the waters of all estuaries and all water fronts along the open sea, by taking title to bottoms under such water. One object would be to deal more practically with pollution and to prevent owners of water-front real estate from working their will in front of their land, to the injury of others.

This recommendation was made after gubernatorial candidate Warren gave to The Miami Herald an interview in which he said he would advocate, if elected, legislation making estuary bottoms the property of adjacent cities and counties to be held forever as underwater parks. Too much of Florida's natural wealth has passed into private hands, to the injury of the state, Mr. Warren said. "In some of our urban centers it is getting almost impossible to see the ocean or the bay.

"Water fronts are among Florida's greatest assets. They should be available to all of our people and all of our visitors."

MR. WARREN'S idea is to protect the public from what promoters might do, and from what communities might do that would be detrimental to Florida; to protect the state, and its visitors, from private enterprisers who, or municipalities which, might, for example, project parking lots into bays on man-made islands, or set up disfiguring mercantile establishments or services o islands pumped from bay bottoms. A chairman of the Internal Improveme Board, Florida's Governor must sign an deed which transfers bay-bottom land fro state ownership to private ownership. S if the Legislature should not go along wit him he could retard estuary "developmen by refusing to sign deeds, in the meantim keeping up discussion which might resu finally in legislation under his administra tion or a later one.

Bay-bottom grabbers, as The Mian Herald calls them, have had till now th run of Biscayne Bay, regulated only by t federal government's stipulations as to inte ference with navigation. As a result Bi cayne Bay, already too much denatured b pumped-up islands, including a singular fat one at the mouth of Miami River, threatened with becoming a commerci district, to the detriment of both Miami ar Miami Beach and to the injury of Florida.

There is no imaginable enormity th real estate promoters might not commit any Florida estuary which promises the profits. Tampa Bay is sufficiently large accommodate sundry duplicates of (ma made) Davis Island, but what of the righ of water-front property owners along Ba shore Drive (fashionable residence distric if island builders want to cut off the view of the bay with islands which w sprout apartment hotels as well as gro pines 100 feet tall?

Legislation such as the water board pr poses is not unheard of. Guatemala, if am not mistaken, passed a law long a declaring the rights of the people in strea sides, and that is more radical than decla ing water and land permanently und water the state's property.

Oregon embarked upon a policy of getti all of her magnificent seacoast into sta ownership, with the result that only a fe bits of it remain in private ownershi Oregon is reasonably proud of being able say that the seacoast within her boundari is forever the property of the people of Or gon, and the United States, open to visitors from all countries under the sun.

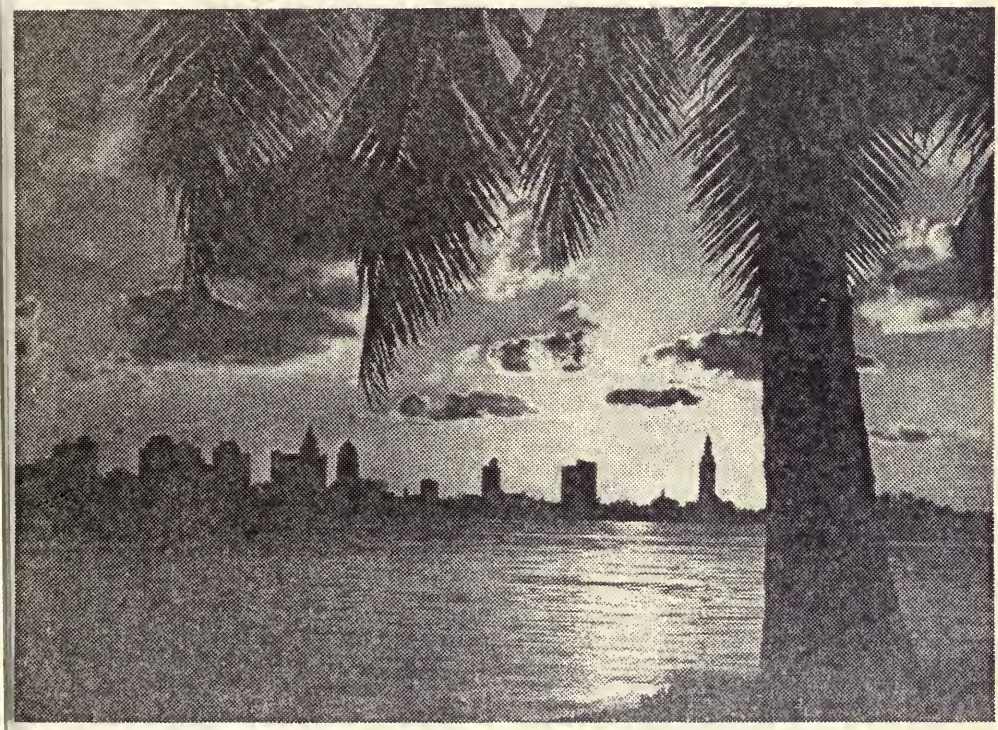
TRY to take a lakeshore walk in Chicago ar see what happens. You find fences your way. Floridians are fast losing t privileges of access to the seashore. Th haven't the legal right of access. When first knew Florida nobody had thought the time coming when keep-off-the-sho signs would restrict individuals' movemen Now hotels, private estate owners, anybo who owns seashore land, may keep off the sand anyone he does not wish to indulg The great and growing city of Miami ar Dade County own only about five miles ocean beach.

Hotels, restaurants, clubs, individua

wn Key West beaches, the municipality wning a bit and the county owning somevhat more.

Increased use of Florida water fronts luring the last half-century suggests the ncreased demand for their use which may nake itself felt within the next half-entury. There is now a more rapidly rowing demand for water fronts washed by sea waves than for lake fronts, but Florida's 30,000 lakes are of increasing interest to Northerners who wish to winter in the state and persons who wish to become residents of the state.

Governor Warren and the water board are not impractical. They are, on the contrary, much more practical than others in Florida have been.



Sunset on Miami's Biscayne Bay

irds of Many Kinds Enrich the Florida Scene

aws protecting them reflect elated but wise realization f wild life's value to state

IAMI, Fla.—Much is said, will be said and should be said about how grievsly Florida is damaged, has been damed and will be damaged by fires foolishly arted by range-burners and simple pyroaniacs. But fire, which has made plorable inroads upon all forms of wild e it can reach, does not destroy waterfowl d shore birds as drainage does.

Floridians realize at last that it is profitable to the state to protect birds of striking appearance. The result is a great increase in birds where they may be observed by any car driver.

California's superb redwoods sometimes are not seen by the tourist who passes them at 60 miles an hour. You are told in California that many drivers, stopping for gasoline or food and drink after having passed through a redwood preserve which straddles a highway, actually, and seriously, ask where the big trees of which they have heard so much are to be found. But when the same type of tourist flushes 500 American egrets or snowy egrets at a roadside and they rise into the blue sky, he sees them. That is money in Florida's pocket.

Every driver tells people when he gets home what he saw, and others want to see what he saw.

For that reason the Florida Legislature passed a law prohibiting the shooting of any form of wild life at any time within a stipulated distance of a highway.

I FIRST knew Florida, as I said in a previous article, when south of St. Augustine it was almost virgin. As late as 1900 the bird life of Florida waters and shorelines was one of the wonders of the United States, perhaps one of the wonders, of its kind, of the world. At that time neither law nor custom protected anything at which any idle fool might wish to shoot. Men with rifles sat on decks of steamboats and shot great blue herons, pelicans, egrets, ibises—anything which made a good target.

In the Keys, waking in the early morning in an anchored sailboat meant seeing the surrounding waters and the sky alive with birds of brilliant plumage. Ospreys, man-of-war hawks, bald eagles were on high. Roseate spoonbills, even occasional flocks of scarlet flamingoes, were seen in the shallows.

About thirty-five years later, when Florida was being awakened to the money value of her birds—the burners still were killing the ground-nesters, drainers were drying up shore bird habitat—I drove over the Tamiami Trail, a road connecting Tampa with Miami, traversing the Everglades. It was painful to see how greatly waterfowl and shore birds had diminished in a section of Florida which was virtually without population.

This article is written at the end of a drive from Everglades City to Miami over the Tamiami Trail. On that drive I saw almost as many birds as I would have expected to see along water-bordered roadsides anywhere in Florida in 1900. Florida's belated, but wise, appraisal of the value of her birds is producing results.

People come to Florida expecting to see citrus fruit groves, alligators and tropical or semi-tropical birds. For a time it seemed probable that they would have to content themselves with citrus fruit groves. The birds and the alligators seemed on their way out, in the wake of the passenger pigeon.

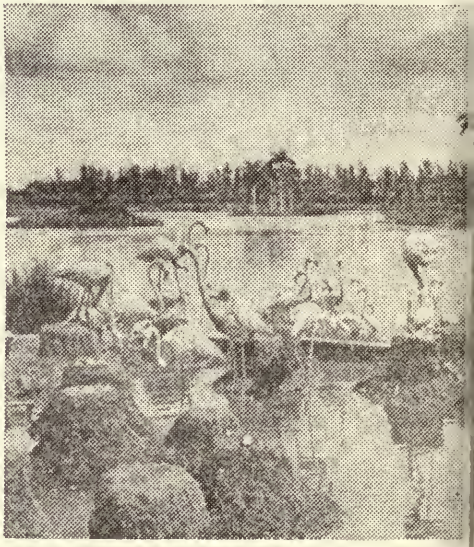
Nowadays the alligators, here and there, are coming back, and the birds, more highly visible, are doing so dramatically. On the Tamiami Trail, flanked by a small canal which is really a borrow pit (place from which earth was taken to make a fill for a road) and crossed by numerous dark-water creeks, I saw today countless ducks, coots, water turkeys, American egrets snowy egrets, little blue herons, great blu herons, ibises, ospreys, kites, and sundr birds not as easily classified.

UNDISTURBED by automobiles, egrets si about on ditchsides, creeksides, i bushes, near enough the road for the drive to see the colors of the feet and bills.

What the show is worth to Florida shall not attempt to say. Perhaps it i worth fully as much as all of Kentucky' white-fence horse farms, including thos with horse cemeteries, are worth to Kentucky.

Fire has burned a vast amount of lan where politicians, promising development drained parts of the Everglades which under the water, were peat, but it does no destroy, in this flat land, as it does in hil areas, creeks. Therefore, all the water fowl and the shore birds need in the wa of protection is enforced laws prohibitin their slaughter, and further drainage.

I don't know how many thousands o birds I saw this afternoon, not counting th cormorants I saw among the 10,000 island on a boat ride from Everglades City to th Gulf of Mexico before I started, at 5 p.m for Miami, but they were numerous enoug and sufficiently unconcerned, to make a unforgettable spectacle, even to one wh has not forgotten Florida as it was in 190 and earlier.



Vanished Spring Exemplifies a Florida Problem

State once richly endowed with pure water has suffered loss as result of so-called development

FLAMINGO, Fla.—Water management is in several ways one of Florida's major problems, if not its major problem. The area surrounding Flamingo is sometimes under water. It sometimes is out of water, in two senses. Flamingo is not a winter resort. It consists of a few rather dilapidated frame houses on stilts.

When I first knew the place, 49 years ago, it consisted of a few duplicates of the Seminole houses which tourists see along the Tamiami Trail; houses consisting of no rooms. Each house had a roof of palmetto thatch—fronds of the cabbage palmetto, sometimes called the cabbage tree or cabbage palm—supported by four posts. Cooking was done out of doors, more literally out beyond the roof line, there being no doors, because there were no walls. Sleeping was done, when mosquitoes permitted that pleasing indulgence, in hammocks swung below the roof line, or on boards supported by the posts at that level. The idea, or hope, was that there would be always enough breeze to blow the mosquitoes away if the lodger were in the unconfined space below the roof line; below what you would call the eaves if the structure included walls.

MY FIRST visit to Flamingo was induced by the fact that it provided a lee shore, in the event of a west wind. Palm Point juts out beyond it toward Key West. Around Palm Point, westward, is the open Gulf of Mexico. I was one of two young men sailing a 22-foot skimming dish sloop for sport and adventure, without charts or a compass. We found ourselves in the gulf, in a boat not intended for open-sea sailing. We crept behind Palm Point (Cape Sable) for shelter and found Flamingo, more or less newly settled by a few hopeful souls who had dreamed of an idyllic life at the tip of the Florida mainland, and had come to grief more or less, where onions grew amazingly, but where there was no access to market by land or sea. The land was roadless and no common carrier plied the waters which washed the shore.

Earlier hopefuls, similarly unthinking—an English syndicate, we were told—had planted 250,000 cocoanut trees on Palm Point. The trees were bearing in 1900, but the grove was unused. There was no means of marketing the nuts, no means of discovering Florida, or the United States, labor which would husk them for their market value, or what should have been their market value.

The sloop Rosalind shipped a 60-gallon water breaker—in landsman's English, carried a barrel of water—behind her centerboard trunk, but the water had soured because the barrel had contained bourbon whisky and the liquor was not out of the wood entirely when the water, bought for safety from the distilled supply at a Miami ice factory, was put into it. The crew of the Rosalind thirsted for sweet water, had done so for two weeks, when the sloop's anchor was dropped at Flamingo.

There a spring of luscious fresh water boiled from the earth only a few hundred yards—I cannot say just how far—from the seashore. That is a fact I shall not forget. After we had lain on the ground and absorbed all of the sweet water we could absorb we thought of how to get 60 gallons of the precious commodity aboard the Rosalind and into the barrel. We possessed one water pail. We might borrow another, but getting buckets of water into our nine-foot dinghy and getting it to the sloop, still in the buckets, was a problem. An open bucket of water does not ride well in a bobbing rowboat, and a nine-foot dinghy bobs on any water which is not flattened by a calm.

While we had our problem under consideration a schooner came in with casks and took on a cargo of water from the glorious spring; water to be sold in Key West possibly, although we did not ask where the laden schooner was bound, or whence she came (Key West now has a good water line from Miami). We persuaded the skipper to siphon 60 gallons of water over the schooner's side into our carefully washed barrel.

THIS is no idle tale. Its point is that there is no spring at Flamingo now, and as the other man who sailed on the Rosalind—A. J. Richardson, a Kentuckian by birth, a devoted Floridian by choice—died in Orlando some years ago I have no supporting testimony as to the Flamingo spring.

But I have met a man who now lives on Coot Bay (Everglades National Park) in a now-no-longer floating boat which formerly was a palatial cruising houseboat in which "Mrs. Harriman"—possibly Mrs. E. H.—enjoyed life on the East Coast long ago. The cruiser now is forever moored, engineless, in shallow water. If she lasts as long as he does, the man to whom I refer will live amid the splendors of her teakwood decks and her time-damaged interior fittings till he dies. I could talk his language. We

knew, in common, boats and people of long ago. He remembers a well at Flamingo, maybe as late as 1910. It may have been the spring I knew, at a lower level.

The water table of the Florida peninsula has, as I have said in previous articles, sunk as a result of drainage. A book could be written upon the subject. The vanished spring at Flamingo is one little exemplification of what occurs when drainage lessens outward pressure of water-flow toward the sea, and pressure of salt water in the othe direction supplants it.

Florida's water pressure problem is on about which other states will hear mor than they have heard. In her virgin con dition Florida was more abundantly en dowed than any other state with sparklin pure water. As a result of depending upo politicians, and engineers, she has suffere deplorable effects of what she was tol would be development.

Much of Everglades National Park Is Salt Wate

It has the distinction of being the only reservation of its class in which sea vessels can sail

FLAMINGO, FLA.—Viewed from this straggling village, home of shrimpers and fishermen, Everglades National Park is, at this season, if one looks northward, a vast natural meadowland with a few bits of rising ground—hammocks—on the skyline.

Turn in the other direction and the park is placid blue water sprinkled with dark green mangrove islands. The scene is different at different seasons. In summer, Florida's period of rain, the land running north from Flamingo may be under water, the hammocks figuring as islands. In the period of gales, early autumn, and of rarer, harder storms known as hurricanes, Florida Bay is churned to froth and foam, gray with sand and muck. The bay is shallow, therefore quickly and violently affected by wind which has less effect upon deep ocean water.

Mammoth Cave in Kentucky is the only national park which contains a navigable river. Everglades National Park is the only reservation of its class through which seagoing vessels, such as schooners, may sail if they pick their way through dark blue water, avoiding shoals where the water is pale blue except when it is much disturbed by wind. Smaller sailing vessels, sloops, sharpies, yawls, catboats, knockabouts built for shallow water; skimming dish models using centerboards when not running free, would be ideal vehicles for visitors to the park who wish to investigate its by no means least interesting part, south of Cape Sable.

EXCEPT during gales any small sailboat is safe enough in Florida Bay. The lee of a mangrove key is always in sight as a heavy-weather haven. Mangrove roots withstand wind better than any other growth perhaps save bamboo, to which Asians run for refuge from hurricanes.

Because sailboats are silent they do no greatly disturb marine life or bird life. Fo those who are interested in natural scene there are few more interesting experience than waking at dawn in a sailboat anchore in Florida Bay and observing the waterfow and shore birds, the giant stingrays, th fish of many shapes and colors which ar near enough the boat to suggest the pos sibility that curiosity impels them.

I have not been on Florida Bay in a sai boat recently. I remember the scenes saw from a sloop in 1900. They will b duplicated for visitors to the national parl at least for those who elect to cruise th bay in sailboats, the safest small craft fo anyone who knows how to handle the and the least costly to anyone who woul buy a cruiser.

The salt water part of Everglades Nation Park seems the only part of any nation park in which the National Park Servi may operate feeling sure that Congress wi not—because it cannot—turn over to ex ploiters (another words for "developers' elements of the reservation which could b so treated that the reservation would b denatured and of no further interest.

In the Colorado River Basin there are 1 potential dams. Some of them wou virtually destroy Grand Canyon Nation Park. Congress might yield to pressu groups should something exploitable be di covered north of Flamingo, within th park's limits. It is at present unimaginab that anything in Florida Bay will be wante or could be used by industry.

THE $208,000,000 which is the estimat cost of the United States Enginee water control program for Florida may b money poured into a rat hole, some Florid ans believe. How the Everglades may b affected, despite efforts of the Nation Park Service, a conserver, nobody know But Florida Bay seems immune fro tinkerers.

Dr. John C. Gifford, professor of tropic forestry in Miami University, recommend in a book published some years ago th the area between Key West and Dry To

igas, now owned by the federal government, be added to the Florida Bay part of ie national park. That area includes Marquesas Keys, referred to by Dr. Gifford ; the only atoll (circular land with a lagoon side the circle) in the Atlantic north of ie equator. The atolls of the South Seas 're of world-wide fame. The Marquesas eys are, Dr. Gifford says, truly in the opics in water rich in interest to scientists and travelers.

Florida Bay is the only Florida water over which I saw, in 1900, flights of scarlet flamingoes, which may have been visitors from the Bahamas. Even as early as 1900 few flamingoes were seen in Florida Bay, but, doubtless, when that water is patrolled they will be among the resplendent tropical birds which will be seen there.

Key West: A U.S. Town In a Caribbean Setting

ining under palms in nation's outhernmost corner, it's easy o forget you're still 'at home'

'EY WEST, Fla.—I have no doubt that Duncan Hines knows good cooking when has the good fortune to sample it, and d cooking when he has the misfortune encounter it. I never met Duncan, but e Hines family of Bowling Green is a presentative Southern Kentucky family. ople live well in that area. Walker, Ed, m and Henry Hines knew from childhood nen the chicken was rightly fried, the scuit rightly mixed and baked.

Duncan may have known whereof he oke when he recommended two Key West staurants, and only two. But both changed nds after his book was published. By trying both we learned nothing on which to base inion of Mr. Hines as a gourmet. But llowing his well-marked trail we landed the southernmost former residence in ey West, the southernmost residence in e United States in its day as a residence. As a restaurant it bears the name Casa yo Hueso, meaning Bone Key House. pparently the island on which Key West nds was called Bone Key by Spaniards cause it was often the last battleground Indians pushed south by other Indians d bones of warriors bleached by the pical sun were conspicuous evidence of e fact.

The old residence is a cross between wthorne's House of Seven Gables and ngling's House of John, at Sarasota. It made of brick, and that is unusual in ey West. It is three stories, over a full sement, if you count the tower room. As is canary-colored with crimson trimmings is more effective when seen in outline m the deck of a ship, and at a distance, n when viewed from the street it fronts. lawn runs down to a hurricane-wrecked wall where the Gulf Stream and the ribbean mingle.

WE TOOK a cottage which the old residence had sprouted under the management . Hines commended, and were told we uld have luncheon on the porch of the mansion. A swinging door revealed a svelt ("delgada" is the term, I believe, in the language in which the establishment was named) blonde with her hair down her back grilling the lobster. She wore a bathing suit which I am sure met all of the law's requirements. She was sun-tanned to saddle leather color and, we learned later, had blue eyes.

She was no less a person than "Madame" from Marseilles, flotsam of the second World War. Her husband, we learned, was on the way. Her staff was not yet organized. A strapping youth to whom she referred as "my butler" was doing some carpenter work about the place temporarily. A young man who mixed cocktails at the crescent bar was assisting with the carpenter work most of the time. He said with a grin that he was also temporarily the plumber. He had come over from the Bahamas after having come down from New York in a schooner. He was contemplating sailing across the Atlantic, with a chum, for the sport of it.

Madame and her husband, who was badly wounded in the war, lodged and fed American army officers for a time in an old mansion in Marseilles, but she did not learn English there "because all American officers speak French so well, n'est ce pas?"

She had been a year in the United States, at first as a governess in Park Avenue, New York, and her English was astonishingly good. One of her sons is seeking his fortune in Brazil, another, more venturesome, remains in France.

We recalled, in connection with the new managers of Casa Cayo Hueso, another French couple whom we met in their little inn on a beach near Catagena (Colombia, S. A.) who were cheerily sure of getting along in their new location, regardless of the approaching opening of El Gran Hotel del Caribe upon a slender finger of sand running out into the Caribbean from Cartagena; a luxury hotel planned to attract patrons from North America.

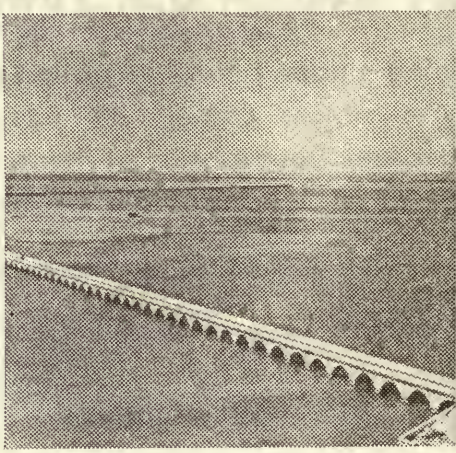
Near the ruined seawall a dance floor, a bandshell, a pile of tables, told the story of entertainment at Casa Cayo Hueso under the former management. Madame, a woman of dignity and charm, intelligent, well-informed, seemed confident that she and her husband would succeed in Key West.

THE situation of the "casa" is charming. It has its own beach, a stone's throw from your bedroom, even if you lodge in the tower. Along the horizon low-waisted freighters are dim in outline where two blues meet. As the sun slips below the ocean, lighthouses upon the barrier reef break out, as seamen say, their signals to give navigators information which was lacking when wrecking was the major business of Key West and Key West was the major city of Florida.

"These mosquitoes are giants," said a little strawberry blonde, some 14 years old, as she smashed one of them on her leg and left a smear of blood below her shorts. "They are twice as big as those in America."

Well, anyone set down in Key West, blindfolded, from a plane might believe himself in a city on a Caribbean isle not under the Stars and Stripes. Most of its contacts were till less than a generation ago by sea and with the Caribbean. The first Florida legislator from Key West went to Tallahassee via New York. Key West is hardly farther from the Yucatan Peninsula than it is from Jacksonville, and closer to Havana than to Miami. About as much Spanish as English is heard in its streets. Its typical residence is a balconied white wooden house with cocopalms in its front yard. By moonlight especially, a white balcony shaded by a cocoanut tree suggests Juliet, even to the elder Gobbo. Key West Juliets include as many "Latinas" as "Norte Americanas."

"Motels" are numerous, modern even air conditioning which excludes rigidly t best winter climate in Florida, therefore t best in the United States. But they do n subdue the foreign appearance of the Bo Key settlement. Enjoying a sea-turtle ste in a restaurant whose tables are set in patio along walls against which ocean wav roll; enjoying temperature and breezes whi suggest the Isle of Pines, Stevenson's Trea ure Island, it is easy to feel with t mosquito-smasher, but without regret, th America is somewhere else.



The Road to Key West

Woods Fires Have Left An Ugly Mark On Florid

Much that is classed as forest land presents a desolate scene of charred stumps and palmetto

By TOM WALLACE

TAMPA, Fla.—In this wealthy, pleasing city, of southern aspects, my brief travels in Florida began and ended. By plane Tampa is part of a forenoon and part of an afternoon from Louisville. A round-trip plane ticket costs less than the automobile mileage, saying nothing of the driver's outlay for food and lodging along the way, outlay of time and physical energy which driving involves. And there's free lunch in the sky, whereas nowhere on earth nowadays—even in a barroom—is lunch free.

The difference between Tampa, metropolis of the West Coast, and Miami, metropolis of the East Coast, is wider than the peninsula; greater than would seem possible when the brevity of the air-line between the two cities is in mind.

Miami is New Yorkish, Miami Bea Atlantic Cityish. Tampa's mood is mo that of New Orleans, although Tam is without New Orleans' historic or r mantic background, and Ybor City—Ta pa's Spanish quarter where one goes f a dinner as good as New Orleans' best isn't le Vieux Carre.

I asked a Tampa hotel functionary whe one should go for a drive between plan the between-planes gap reflecting the f that I had left some winter clothing Tampa to be picked up for the northwa flight. The gentleman did not know anything which might be interesting, ar thing in his words, "to boast of."

Any hotel man in Miami, or Atlanta, Lexington, would be guilty of treason, a would be convicted, should he make su a reply.

MY WIFE asked if there were a rivers drive. Hillsborough River traver Tampa. "No," replied the hotel man, mentioning Bayshore Drive, a water-vi boulevard, or saying that Davis Island v

r several reasons interesting. We found cabman a bit more bullish on sights of ampa and had an enjoyable hour under s guidance.

In Tampa I saw the only large pines I ıve seen in recent years in fire-scourged orida, pines as large as I saw recently Kaibab Forest, Arizona, stately trees, me of them charred at the bole by fairly cent fires which must have threatened mes in Tampa's outskirts, where homes e reflectors of wealth, and taste.

Florida has about one acre of cultivated ıd for each unit of Florida population, and ovides half of the citrus fruits for the ıited States market. By no means all of the ltivated land is under fruit trees. A man Homestead showed me a farm on which man whose name he mentioned amassed million dollars growing tomatoes. Within e state's boundaries there are virtually ı acres of forest land for each acre of ltivated land. Much of the forest land under actual timber, but much that is ıssified as forest land is under the charred ımps of pine and the flourishing growth saw palmetto and is one of the sorriest d most desolate, unpicturesque, uninviting d unprofitable areas in the United States.

LORIDA proudly boasts, while Floridians merrily burn, 328 varieties of native ees. The visitor may see the boast in fill-g-station folders. He can imagine where d how the trees grew before Floridians vastated the state "ferro ignique," as the mans used to say. He can enter a bo-nical garden, such as Sarasota's Tropical ngle, and see that the climate will grow, addition to the 328 varieties, far more an 57 varieties of exotic trees; he can see mething approaching the famous bo-nical gardens of Kingston, or of Kandy. ıd he can drive for miles and miles and les, in some areas, through the most unappealing flatlands—formerly flatwoods—lying between the Canada line and Key West.

I knew Florida—as I have said in previous articles—when it was largely virgin. I ran away from home in my teens to see the state. I was glad, and I am glad, I did so. But I sympathize with two Kentuckians who drove from Cumberland Gap to St. Petersburg recently and expressed to me their disappointment in Florida. They had not seen, as I did recently, Florida parks in which samples of primeval scenes are preserved in the hammock-lands areas. They hadn't seen wide-sweeping areas, for a time fire-free, in the Everglades. They had seen highly "developed"—synonym throughout the United States for you know what—parts of Florida, and burned areas between blossoming towns and cities.

They went home feeling that devastation was much more nearly complete in the most boasted and boasting sections of Florida than in skinned and burned hills of Southeast Kentucky; hills made by erosion in geologic time, skinned by the axe and fire within the brief period of the developing white man's occupancy.

The charred pines of Tampa's suburbs, bearing aloft against the sky their moss-draped branches, show what the sun and soil of the peninsula produces in the way of timber. Florida pine, a pulpwood tree, grows 13 times as fast as Northern spruce; grows anywhere, like weeds, becomes merchantable within eight years if protected from fire. More than once a year, many wide areas are burned willfully.

The fact that Floridians are now squabbling over whether to undertake on a statewide scale protection of forestlands shows that as a whole they are no more alive to opportunities than the Tampa hotel man I have mentioned was awake to the fact that Bayshore Drive is worth boasting.

rganized Play Not Aim of State Park Pioneers

heir purpose was to preserve rimeval areas of outstanding cenic and educational value

WHAT might be called the What-It-Is-All-About controversy within the National nference on State Parks which made orida the scene of its 28th annual meeting ould interest the public more than any estion which has been discussed by the ganization since its birth, because the pub-pays those who make, or mar, state parks. The United States has the world's outstanding chain or system—some park people object to each of the classifying nouns—of national reservations. They were founded upon the principle that areas of outstanding value as examples of primeval America are worth more to the nation than the same areas could be under any sort of development for industrial or commercial use or (in the case of parks traversed by rivers) development as service stations for agriculture or for industries and individuals requiring electric current. Twenty-five million people visited them last year.

The National Conference on State Parks was founded by people who believed that each state could, and should, form reserva-

tions similar to national parks, serving many people who cannot visit national parks. It was believed that states would make a substantial contribution to the nation by doing so. The educational and inspirational value of the national reservations is comparable to that of the world's great art galleries. Here and there over the United States that would be true of well-chosen scenes preserved by states, founders of the National Conference on State Parks believed

AMONG men who were active in the National Conference on State Parks at its beginning was Stephen T. Mather. He abandoned a lucrative business, early in life, to accept the ill-paid office of director of the National Park Service. In other capacities he was an advocate of preservation of scenes worth preserving. Mr. Mather's aims won for him national recognition in circles interested in the physiography of the continent and in traditions reflecting the advance of white civilization across the continent. There is now a memorial to him on Hudson River and another on the Pacific Coast.

John Barton Payne was prominent among founders of N.C.S.P. He had been Secretary of the Interior. The conference was founded primarily as a laymen's advisory organization whose function should be promoting wise selection of state park sites and management of state parks which would given them to the fullest extent as "developed" areas the biological value which their creators saw in the primeval scene.

The organization began and has remained virtually penniless. None of its officers has as such drawn a salary or received money from the organization for travel expense. One of its outstanding officers was Richard Lieber. He was head of the Conservation Commission which gave Indiana the most widely known and favorably known state parks in the United States, although Indiana's scenic areas were less known than those of many other states. None of them had celebrity when Colonel Lieber began his task.

The approach of Mr. Mather and his coworkers was definitely intellectual and as definitely nonpolitical. None of them was by inclination a developer of recreation centers; a man interested in providing facilities for organized amusements; for spectator athletics or for golf, tennis, basketball. None was a vote-seeker or a party servant concerned primarily with a party's success. Colonel Lieber laid down the rule that preservation, not recreation as the term is commonly understood, meaning mass use for amusements which interest urban masses in and about cities, should be the aim of state park makers, and that state park staffs should promote interest in natural scenes.

IN THE course of time, partly becaus N.C.S.P. had less layman support than needed, the element which was uppermo in its councils in its vigorous and distin guished infancy became less a controllin element. There is a sharp division opinion between advocates of the Mathe Payne-Lieber view and park executives wh think (not all of them are of that opinion that the first duty of states is to provide fo urban and rural populations well equippe playgrounds rather than to preserve for th present generation and for posterity scen comparable to those set aside as nation parks.

A report now before the conference fo ultimate action; a report on which tw annual meetings have touched, and upo which finally perhaps the whole mem bership of the conference will be th determiner, is that of the Committee O State Park Facilities and Services. I chairman, Captain Charles G. Sauers, su perintendent of the Cook County Fore Reserve—some 40,000 acres near Chicago is of the Mather-Lieber-Payne school.

The contention of the element in th conference whose approach is—in the la guage of the chairman, who is support by all but one member of the committee opportunistic (political) is met ardently the chairman and his adherents.

In response to the statement by L. Huttleston of New York that it is time "v laid to rest the Apostle's creed of traditiona ist park planners—subjection to landscape as a ghost in the state park attic," Capta Sauers says landscape preservation is a su lime article of faith and that the offic who sacrifices that principle, giving way political realities, is at fault. He quot Richard E. Bishop as saying in a recent r port on Kentucky parks: "There is a desi on the part of most people to escape times . . . to a more natural and simple e vironment." He quotes Lieber as sayin "Remember that we deal with two separa values . . . parks and recreational center

That is Greek to many people in st government bureaus, and to many othe Well, one of Lieber's relaxations was stu of Greek and Greek literature. And th was true of one of his co-worker in In ana, the late Dean Stanley G. Coulter Purdue University, a graduate of Hano (Ind.) College when that institution e phasized classical education. The late Aldo Leopold, of the Mather-Payne-Liel school, was a University of Wiscon scientist.

Because the 48 states will spend hundr of millions of dollars creating and mainta ing parks, the question before the co ference should be a question before taxpayers.

THE NATIONAL CONFERENCE ON STATE PARKS

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Oklahoma City's "Re-Run"

An Urban-Rural Project

By STANLEY DRAPER, Oklahoma City Chamber of Commerce

The walled city was once the general rule. Through the years physical walls have been torn down as we have become more civilized. But we will never be fully civilized until the psychological and economic walls are down and cities and their urban areas are fully integrated. Oklahoma City took a long stride in that direction on October 7, 1948, when an event was held that we chose to call the "Re-Run." On that day a full-sized farm of 160 acres was made a part of the city. Not only in the legal sense was it taken within the city limits, but also in the sense of sympathetic relationship and acknowledgment of the economic interdependence of urban and rural life.

On Friday, April 22, we celebrated the 60th anniversary of what we pridefully call "The Run."

For Oklahoma City was born that day.

Many cities had their start on a certain day, but only Oklahoma City started with a rush, so dramatically. On the morning of April 22, 1889, Oklahoma City had a name but no inhabitants; in the evening it had a population of 10,000 persons and was permanently on the map.

Among the thousands rushing here on that eventful day to establish a new home were exploiters and others who cared nothing about making their permanent homes here. They were here to exploit and to get what they could without regard to the welfare of others.

Our "Re-Run" last fall was a full fledged "Run" or "Attack" on the exploiters and enemies of our precious top soil. And this is how it all came about: Our State Fair, held in September of each year, has completely outgrown its facilities. From the standpoint of attendance, the Oklahoma State Fair and Exposition is the third largest state fair in America. Yet its facilities have so deteriorated, and have become so overburdened, that they cannot even take care of a decent county fair.

We have recognized for some time, too, that we have completely outgrown our facilities for the Southwest American Livestock Show, held here in the spring of each year. At least, it was originally conducted as the Southwest American Livestock Show, but due to lack of facilities for the last several years we have had to confine the spring show to only 4-H and F.F.A. participa-

tion. But even with these limited facilities and narrowed-down participation, our Spring Livestock Show has become known as the largest and most result-getting Junior Livestock Show held in America. We have known for some time that we had to provide a coliseum of some 15,000 seating capacity, with accompanying dormitories and dining facilities for our farm youth and acres of sheds for cattle and other livestock, to accommodate the growing demand for a full-fledged livestock show on the same level as other great shows of America.

We have had a growing demand for Vocational, Trade, or Technical High Schools as a part of our public school system. In fact, in our last School Bond Issue, provisions were made to begin such a program for our public schools. But at the time the bonds were voted, sites had not been agreed upon for these schools.

There has even been much interest shown in building a great stadium in our community with seating capacity of some 75,000 people for great sports events.

Growing Oklahoma City has been conscious of all these needs for some time. But at the same time we have all been overwhelmed with the magnitude and immediacy of these needs. We have been worrying not only about how we could pay the initial cost of these facilities, but also how we could finance the maintenance of these facilities on the level that the community and the people of the State demanded.

The state-wide sentiment against the inadequate, worn-out, dangerous facilities of our State Fair seemed to come to focus in a most uncomfortable manner during the summer months of preparation for our September, 1948, State Fair. It was at this time, too, that our colored people who surround our present State Fair grounds, intelligently and without too much reluctance, forcibly brought to the attention of our people that our present State Fair grounds should be converted into facilities for a Negro technical or vocational high school, and for Negro parks and playgrounds.

A bright idea came to somebody that the Chamber of Commerce buy some 160-acre, worn-out farm and rebuild this farm in one day—the day chosen was October 7, 1948. That was to be the first day of the national meeting of the Friends of the Land convention in Oklahoma City.

We were being reminded constantly by our people over the State that we must have a new, large coliseum for a great annual Livestock Show, and for sports events, and so on. The proposal even came to us that if such facilities were provided the Future Farmers of America would move their national headquarters to Oklahoma City and would conduct their great annual meeting and their own great National F.F.A. Livestock Show in Oklahoma City each year.

Interest was high in some quarters for a large stadium. There were arguments back and forth as to where the Technical High School for students should be located.

And the time was approaching for the Friends of the Land meeting, and something unusual must be done at that time to dramatize to

our people here in Oklahoma and throughout the Nation the need for a greater effort toward saving our precious top soil.

Under the growing pressure of all these demands, coming as they did in hot weather and from every direction it seemed, a new concept presented itself: Why should not Oklahoma City go out and purchase a full section of land, locate on it the Technical High School for our boys and girls; the home of the Southwest American Livestock Show; the Oklahoma State Fair and Exposition; the Farm Youth headquarters; and even the 160-acre farm—since all of these projects are related and are intended to serve the same general purpose? Even the proposed stadium would profitably fit into this scheme.

Why, even if someone were to give all of these facilities to Oklahoma City, and pay the initial cost, under such a scattered and unrelated arrangement we would have an evergrowing, burdensome problem of maintaining these facilities and events separately.

In the light of all these facts, the community seemed to be sold on the idea of concentrating all of these projects into one section of land, with a working arrangement between all of the controlling elements involved in such an enterprise, thus providing multiple all-year 'round use of these facilities under a working arrangement that would be desirable and agreeable to all groups concerned.

Well, we located just such a tract of land, ideally situated adjacent to the city limits on the West. It is the square mile bounded on the east by May Avenue, on the west by Portland, on the north by Tenth Street, and on the south by Reno. This section of land fortunately was owned by the Oklahoma State School Land Commission. But before attempting to acquire the land, the problem of acquiring the improvements and preference rights on this area presented itself. Our first and immediate problem, however, was to get a quarter section for the farm.

To make a long story short, the Oklahoma City Chamber of Commerce undertook the task of getting possession of this land. We annoyed, fretted, bargained with, and otherwise brought about a meeting of minds of the long-time tenants on three quarters of this section.

About twenty-five different tenants were involved. We finally got a bill of sale for improvements and preference rights for three quarter sections, involving $136,000, which we borrowed from the bank. We then asked the School Land Commission to offer for public sale these three quarter sections of land. But we were getting into big money, particularly since we had no business owning this land and property anyway.

So the Oklahoma City School Board proposed that they purchase from the City of Oklahoma City certain buildings and grounds on the present Fairgrounds, to be used for the Technical High School and other school facilities for Negroes. This would at the same time furnish the City with the necessary funds to purchase land for the new Fairgrounds. The price agreed upon for these certain facilities at the old

Fairgrounds was $450,000. This is the amount that appraisers from the Real Estate Board had established. This transaction was completed, deed was delivered to the School Board, and the School Board paid the City $450,000.

But back to the 640-acre over-all project. The Chamber of Commerce certainly did not want to own permanently these improvements we had purchased; nor did we want to purchase the land. Neither the city nor the School Board was in position to own and operate this whole 640 acres. We, therefore, sold the idea to the Oklahoma A & M College to purchase from the Chamber of Commerce its interest in the improved Northwest quarter, bounded by 10th and Portland, and also on the idea of purchasing the land itself when offered for sale. This was the area that all had agreed upon as best for the proposed farm. The School Board cooperated by purchasing improvements and preference rights on the quarter for the Technical High School, and also the improvements and preference rights on the Southeast quarter, since they may or may not want more than 160 acres for the Technical High School. It was agreed that they would hold that part of the Southeast quarter that they would not need until the City could acquire it from them.

When these three quarters were up for public sale, the A & M College purchased the Northwest quarter and the School Board purchased the Northeast and Southeast quarters without competitive bidding.

Now the Southwest quarter of that area was not as easy to handle as the other three quarters. There was a big wholesale nursery on that 160-acre tract, on which much young nursery stock was growing. This is one of the best known wholesale nurseries in America, and an institution of which Oklahoma City is justifiably proud. We wanted to save it for Oklahoma City. We cooperated with the owner in persuading our Oklahoma County Commissioners to offer for sale a 140 acre tract of bottom land owned by the County on East 23rd Street, to which the nursery could be moved. This transaction has been completed.

In the meantime arrangements have been worked out that are agreeable to all parties concerned, whereby the City now owns the fixed improvements and preference rights to the Southwest corner.

At a recent meeting of the School Land Commission, negotiations were started for the City of Oklahoma City to purchase the land within the next few weeks.

It was intended that the new Fairgrounds would be on the south half of the section. Funds received from the School Board for certain facilities of the present Fairgrounds are being used by the City to acquire the land for the new Fairgrounds area. Agreement has been executed between the School Board, the City, the County, and the Fair Board, whereby the Fair will continue using its present facilities until the new Fairgrounds are built.

At this point city planning comes into the picture. All of these facilities were conceived for the purpose, not only of solving our problems of expanding our inadequate

and worn-out facilities which we have mentioned, but also with the idea of establishing an integrated educational center where youths and adults may study and work at vocational training including agriculture and trades and where the city dweller and the farmer may each learn more of the other's needs through common use of facilities and equipment.

With such facilities intended for common use by both city and country folk, and with the wide variety of uses intended, careful planning upon the location itself and for the approaches and surroundings is most necessary. Where under normal development this area and that surrounding might have been expected ultimately to be developed partly with modest homes and partly with appropriate industrial and commercial structures, the 640-acre area proper now became one for public use in the various facilities planned, with the impact of this very great development imposed upon surroundings which upon two sides are rather fully developed residential areas and two sides with farms.

The Architectural Department and engineers of the A & M College are already working on a master plan for the development of this whole 640 acre area to include the projects already enumerated, which will involve ultimately about $25,000,000 or $30,000,000. Our City Planning Commission is also working out revisions effecting development of the adjoining areas.

But just a word about the "Re-Run" farm in the Northwest quarter. We were determined to rebuild completely this farm in one day. In preparation for the day of "Attack," the United States Soil Conservation Service engineered every foot of the ground for terraces, fences, roads, and farm ponds. Soil was analyzed and suitable types of grass, crops and other cover were determined. All blue prints were ready for the day of the "Re-Run." There were sixteen different fields and projects, each operating independent of the other, on the day of the "Re-Run;" yet coordinated in an over-all plan of execution. We purposely set out to involve every person possible in the work of the day. Dealers in machinery, both light and heavy, cooperated fully, as did everyone else. It took 7,000 gallons of gasoline to take care of the many hundreds of pieces of machinery that were in operation that day. Three miles of terraces were built. Three miles of roads were built. Three miles of fences, around 16 fields, were built. A power line was moved back along the narrow Portland Avenue, providing for a broad roadway on the west side of the project. Roadsides were properly terraced and planted in grass.

The "attack" was made early in the morning, with the sounding off of Army artillery that shot "Chick Sales" and other unsanitary facilities off the farm. Following the artillery fire, a thousand horsemen rushed across the area, dramatizing the reclaiming of the soil—their stake being improved farm lands in Oklahoma.

The old eight-room dwelling was moved off the homestead area within the 24 hour period, and near

the same location a beautiful new model farm home was built the same day, on a concrete foundation that had been previously laid. A complete overhead irrigation system was placed and used on the farm that day and will permanently remain there, served by connecting with the City's raw water conduit that passes through the farm, or from the 9 water wells in this area that in the early 30's served as Oklahoma City's supplemental water supply.

It took a wagon load of walkie-talkie equipment for the day, furnished by the Army, with experienced operators, to keep every element moving as a body, with a fleet of 12 jeeps for liaison work. Sixteen Red Cross stations were operating during the day, one at each of the 16 projects, with a physician at each station.

A central depot was operated in regular Army fashion to replace broken parts of machinery and equipment, and to supply materials for the 1500 laborers who gave their time tearing down and rebuilding fences, tearing down old buildings, and building the central residence, and remodeling two other residences on the place. These were beautifully equipped with every labor-saving device needed for the comfort and pleasure of any housewife, and are intended to serve as a model of home equipment for farm residences of Oklahoma.

There were 250 gallons of paint sprayed on the houses and fences of the farmstead during the day, leaving a dark gray color by nightfall, caused by the dust from the day's operations. White was the intended color.

Even though we had 13 water sprinkling trucks in constant use throughout the day to keep down the dust, a miniature dust storm went on all through the day, caused by the army of machines at work rebuilding the soil and planting each of the 16 fields in grass, wheat, and other cover crops after the land had been prepared. Thereafter the irrigation system did its work in wetting down the many acres of the seeded beds.

A three acre pond was constructed during the day, with a 15-foot high dam, located near the main water line from Lake Overholser to Oklahoma City. And in this beautifully moonlit lake, fish were swimming within 12 hours from that early October 7th morning.

The ground for the residences was graded, old trees that stood in the way were removed and sawed into firewood, and the homestead area was completely landscaped. Two flag poles were erected by the Fire Department of Oklahoma City—one carrying the flag of A & M College; the other the flag of the United States. Both fly daily over the farm.

Soil conservation is the main keynote of the "Re-Run" farm. But it goes infinitely further than that. It means cooperation in building a good rural life which is the basis of our Oklahoma life. It means better farming methods, better integration between livestock and agronomy, better home life, better home-ground landscaping, better home equipment. It means careful study of irrigation, use of new crops, chemurgy, flood control by soil

conservation techniques, featuring regrassing, terracing, forestation. It means the proper development and use of farm ponds and even includes fish culture.

Through this cooperative effort of the City Government of Oklahoma City, the County Government of Oklahoma County, the Oklahoma City Public School Board, the Oklahoma State Fair and Exposition, the Oklahoma A & M College, and all its coordinated agencies, and other farm and livestock elements in our Oklahoma, and the Oklahoma City Chamber of Commerce, we can batter down the psychological and economic walls between our urban and rural life.

Standing on the hilltop of this "Re-Run" farm we have a grand view, not only of the good earth in its own strong self, but also of Oklahoma City industry and commerce. Here we plan that integration of urban and rural life which can come only through constant association of one with the other and a mutual understanding of interdependence.

As we look to the southeast, we see our stockyards and packing plants, one of the ten largest packing centers in America. We see our expanding industrial plants and our Municipal Airport, on which is located the Aeronautical Center of the CAA, the key to the standardization practices of aviation throughout the world. We can see at a distance Tinker Field, one of the greatest bulwarks for the defense of our Nation, where 13,000 of our own citizens are employed, receiving $100,000 every day in pay rolls.

We visualize in the early future just south of us in this same section of land our modern State Fair buildings, a huge Coliseum, which among other things will house the national headquarters of the Future Farmers of America, and in this general area a great stadium seating 75,000 enthusiastic sports fans. That river which twists among the trees at present develops in our minds as an area of beauty and utility, with parks, playgrounds, highways and modern industrial districts.

To the east we see our beautiful city skyline, and in our immediate vision we realize that before long will be a huge, practical vocational high school, keying itself to the industrial needs in the educational field of our industry and our agriculture.

Piercing through all of these activities is the beautiful, inspiring tower of the Oklahoma City University, where on April 20th we broke ground for a 10,000 seating capacity stadium, a Gold Star Building, housing the library of the University, and dedicated to the boys and girls who lost their lives in the second world war. Ground was broken, too, for a vocational building, and 60 buildings now owned by the University will be officially dedicated during the day, amidst the undertone of scores of pieces of machinery making way for these new projects of our great University, in which we are selling the American way of life to students from foreign countries attending Oklahoma City University and the CAA Center. To the east may be seen the Medical School of Oklahoma University, where is to be built the Veterans Administration Hospital, and contract has just

been let for the first building of the medical Research Foundation, a $3,000,000 enterprise, the money raised by voluntary subscription from thousands of people throughout the State.

This farm thereby crystallizes and dramatizes our dreams—the close integration of rural and urban life by means of a demonstration of soil conservation and animal husbandry, and various modern farm practices tied in closely with the educational and industrial life of our community.

"We know we belong to the land, and the land we belong to is Grand."

Education's Part in an Urban-Rural Project

By Dr. FRED W. HOSLER, Superintendent of Schools, Oklahoma City

A Demonstration Farm, State Fairgrounds, a Coliseum, a huge sports stadium—all on a 640 acre tract of land in Oklahoma City—such is the gigantic project now underway. As an integral part of this overall development, a large vocational high school will also be built, cooperating closely with all interests involved.

The Board of Education in Oklahoma City has found in this plan an opportunity which seldom exists in ongoing community life—the opportunity for the schools to join hands with a state university, the State Fair, the 4-H Clubs and the FFA in building a recreational and educational program that will foster a richer community life and spirit.

Let me recite a few facts upon which we are basing the development of our vocational program:

Our forefathers believed that a program of free public education was necessary to foster and preserve a democratic way of life. They established a free public school system. As our country grew, educational opportunity was expanded and the secondary school developed to give every boy and girl the opportunity for a high school education. As our secondary educational program grew, its main function was to train for college entrance, and thus the curriculum was dictated largely by the colleges and universities, with little thought given to the vast majority of students who never reach college.

The average number who have gone to college over the United States the past 20 years has been approximately 15 percent, and the result has been that all children, regardless of ability, interest, or aptitude were forced through an academic curriculum. Nothing so crushes a human soul as to be constantly placing him in a position where he cannot achieve or to be putting him up against something he cannot do. The result has been that over America approximately 50 percent of all our students between grades 9 and 12 have dropped out of school. These students who have dropped out are the potential voters and citizens of America.

Who are the drop-outs? Careful studies in many cities have shown that:

1. Out of this group a certain

percentage make good and are successful in business.

2. Out of it come also the radicals in our labor movement.

3. Out of it come our social and economic problems.

4. Out of it come our delinquents and the people in the toils of the law. It is this group who cannot be leaders, but they are not even trained to be intelligent followers and they make fertile soil for all kinds of isms and doctrines contrary to the American way of life.

Approximately 7 percent of all the workers of America are to be found in the professions. More than 80 percent earn their living by their hands. We need in this country to come back to the realization that it is still an honest and honorable thing to do an honest day's work. If we are to survive and meet the world obligation that is placed upon us, we must have thrift, hard work, self-sacrifice, economy and efficiency in local, state, and national government and all-out production. We must get away from the ideas of less work, more pay, and less production.

More and more I am convinced in education that the function of the public school must very definitely be to teach the value of our system of free enterprise and the democratic way of life and what it has meant to us and how it has made us the greatest country in all the world. The schools on one hand have a great reservoir of potential future employees. The industries and business of our city will in a very few years be employing the vast majority of these students. Why shouldn't we get together for some cooperative, intelligent planning?

Studies by the U. S. Chamber of Commerce have shown all over America that as the grade level of education of the population increases, all business equally increases. For example, the higher educational level of a certain area, the greater the amount of retail sales in homes, insurance, food, clothing, telephones, and newspapers. It is not education that costs money —it is the failure to educate that is expensive.

If we are to do a job and prepare our boys and girls to be citizens of the world of tomorrow, we must give our educational program greater financial support. Teachers' salaries must be made such that they will attract to the profession strong, redblooded Americans. Greater numbers of men must be attracted to the profession. Our governmental agencies—city, county, state and national—must be examined for greater efficiency. Our whole tax structure must be restudied so that taxes may be leveled with one formula: (1) they must be leveled equally according to ability to pay and (2) they must be leveled so as not to discourage private initiative and enterprise.

We American people must learn to give the same support to education that we do to some other less important things. We ought to be willing to spend as much for education as we do for liquor, tobacco, and cosmetics, lest we fail to put first things first.

I believe that a program of public education is the only means of preserving our democratic way of living and the greatest barrier against

the spread of Communism. Let me say to you here that you can't kill Communism with a gun. It is a philosophy and a way of life, and the only way you can kill it is to make Democracy work better.

Since only 7 percent of the workers of America are to be found in the professions and approximately 80 percent of all the people still earn their living with their hands, it is our aim to build a comprehensive vocational program that will help to train all the children of all the people to take their place in the growing and expanding industrial life of the community.

We plan here a program of soil conservation and agriculture for our boys and girls, in cooperation with the Oklahoma A & M University. Training will be given in all the building trades, including toolmaking and welding; the field of distributive education, salesmanship, commercial education, home economics, food service work. The number of boys and girls entering the different fields of training will be determined after a careful study of community needs projected over a period of years, so that we can have an accurate estimate of the needs in the different fields.

This program will make our public education of cooperative enterprise among the business, civic, and educational interests of the community. It is a long step forward in the realization of the American dream.

The 1949 Citizens Conference on Community Planning

The National Citizens Conference on Community Planning, held on March 27–30, 1949 in Oklahoma City was rated a success by those who attended it. There were 450 registrations plus more than 50 students from Texas A & M, University of Oklahoma and Oklahoma A & M who attended the sessions.

We were fortunate that so many speakers of national importance accepted the joint invitation of Governor Turner and General Grant to participate in the program. We are also indebted to Senator Kerr for his personal interest in extending Washington invitations.

All those who came appreciated the hospitality and unique services offered by Stanley Draper and his staff of the Oklahoma City Chamber of Commerce, the Sunday afternoon Reception at the Beacon Club, and the Reception of Mayor and Mrs. Street with which the Conference closed.

At the lunch and dinner meetings, the Oklahoma City University Choir under the able direction of James Neilson presented an excellent musical program.

Delegates were served coffee and doughnuts by an Oklahoma City Committee as they wandered through the excellent exhibits, well displayed. All sessions were well attended and the dinner at the Country Club brought out many state and city officials and citizens not listed in the registrations.

Delegates were shown the city including several FHA Housing projects.

The full proceedings will be pre-

sented in the AMERICAN PLANNING AND CIVIC ANNUAL for 1949.

At the Members Meeting on Sunday evening, the following Board Members were reelected: Gilmore D. Clarke, Earle S. Draper, John M. Gries, C. Melvin Sharpe, L. Deming Tilton and S. P. Wetherill. C. Edgar Van Cleef, Jr., of Oklahoma City, was elected to fill the vacancy caused by the death of Edward M. Bassett.

Quoted From The Post Conference Mail Bag

"In my opinion the Oklahoma City meeting was by all odds the best planning conference I have ever attended. It was well organized, the subjects for discussion were appropriate and the attendance by non-professional people was excellent."

"I was much impressed with this particular meeting and thoroughly enjoyed the opportunity to take part in it. My opinion is that it was one of the best conferences the Association has ever held."

"I do not know when I have seen a finer group of people than I did at your Oklahoma City Conference."

"I want to extend my compliments on the success of the Oklahoma City meeting. It was one of the most informative, the most interesting, and the most efficiently handled of the many conferences I have attended."

"It was really an excellent conference and as ever it was stimulating to meet people from all different parts of the country who have common problems and some of the answers."

"The Conference at Oklahoma City was certainly a well set-up and well handled meeting. I believe that everyone who attended went away with the feeling that his time had been well spent. It certainly sets a mark to shoot at for any committee which has to arrange a national conference in future years."

"The National Citizens Conference can certainly be rated as an outstanding event and a credit to the Association."

"It seemed to me that this was one of the best meetings of the sort I have attended. The program was excellent and it drew a highly representative attendance."

"I am sure that I am not alone in telling you that the Conference was a very fine job and that it has strengthened the prestige of the Association."

"Rarely have I seen such a complete and friendly welcome accorded to convention visitors."

A STRENGTHENED NATIONAL CAPITAL PLANNING COMMISSION

The long-awaited Bill to reorganize the National Capital Park and Planning Commission in line with the recommendations of the Bureau of the Budget is reported in the Watch Service this issue. This is an administration bill and it would place the National Capital Planning Commission, as to personnel and function, in line with the most progressive thought of planners and administrators. With adequate support from technical and citizen groups, it should be promptly enacted into law for the benefit of the entire region.

Natural Resources and the Federal Government

Nineteen Task Force Reports on Organization of the Federal Government are now in print and the Commission on Organization of the Executive Branch of the Government, under the able chairmanship of Hon. Herbert C. Hoover, has issued eighteen reports which, if put into effect, promise to relieve the people of this country of inefficiency and extravagance and to give us a new order of administration. Legislation to authorize the President to reorganize the Federal Government has already passed both Houses of Congress. Public sentiment generally supports the conclusions of the Commission.

It was to be expected that the Task Forces on Agriculture, Interior and, perhaps, Public Works, might make conflicting recommendations. They did. The Commission was faced with a serious dilemma in the consideration of these three Reports. It could not possibly support each of the three in their entirety.

The Task Force report on *Agriculture Activities* prepared by "a committee under chairmanship of Dean H. P. Rusk, Illinois State College of Agriculture, and G. Harris Collingwood, Research Director," retains substantially the activities of the present Department of Agriculture, with certain rearrangements in the interest of efficiency. For the most part the bureaus would be concerned with scientific research and advisory services to farmers. There is one exception. Under *Agricultural Resources Conservation*, Federally owned forest and range lands and Federal Wildlife Refuges, would be administered.

The Task Force report on *Natural Resources* was prepared by an eminent Committee composed of Leslie A. Miller, former Governor of Wyoming, *Chairman*, Horace M. Albright, former Director of the National Park Service; John Dempsey, former Governor of New Mexico; Ralph Carr, former Governor of Colorado; Donald H. McLaughlin, President Homestake Mining Corporation; Dr. Isaiah Bowman, President, Johns Hopkins University; Dr. Gilbert White, President, Haverford College; Professor Samuel T. Dana, Dean, School of Forestry and Conservation, University of Michigan, and a Special Unit of the Legislative Reference Service of the Library of Congress under direction of Ernest S. Griffith, Director of the Service. The Report at the outset points out our need for a Department of Natural Resources.

> The natural resources which our Government manages or whose use it significantly influences are crucial in our Nation's future. We know that our commercial forest lands have already yielded up their highest grade timber. . . . We know that our native grazing resources on the vast but semiarid estate left in the Federal public domain have been seriously depleted. . . . Our natural resources of petroleum, so basic to our economy and our military defenses, are being depleted at a rate at least temporarily in excess of new discoveries. . . . Under conflicting laws, rival Federal agencies compete for taxpayer money in what often appear to be premature and unsound river development projects, duplicating each other's surveys and bidding against each other for local support at national expense. . . .

Entirely apart from the danger of another war, our country has reached a point in its development that calls for a new concept of the relation of natural resources to its economy.

The Department of Natural Resources would establish a consolidated *Water Development Service* to include the present functions of the Bureau of Reclamation, the river development functions of the Corps of Engineers, the power marketing functions of the Bonneville and Southwestern Power Administrations and of the Division of Power of the Department of the Interior, certain river functions now administered by the Federal Power Commission and certain functions of the Department of State relating to the international boundary streams; all operating through a Board of Review, and serviced with regional decentralization offices, by river basins where practicable, to facilitate "grass roots" decisions, with Regional advisory committees to give full representation to State and local interests and to other Federal agencies substantially concerned.

Under *Land Resources* would come Forest and Range Lands, National Parks, Monuments and Recreational Lands, unreserved lands of the Public Domain, Reclamation Lands and Indian Lands. Under *Mineral Resources* would come the functions of the Geological Survey, Bureau of Mines, Oil and Gas Division. The Fish and Wildlife Resources would be reorganized into two services. Parks and Recreational Resources would include the National Park Service and certain recreational programs.

Thus, for the first time, the water development agencies would be brought together under one tent; the agencies administering Federally owned lands would be brought into the same department. The period of stimulated exploitation of these resources, during which we occupied the extensive area in North America which we now know as the United States, is over. All of these resources would be placed in a department where the acknowledged emphasis would be on sound conservation with whatever exploitation could be safely permitted. No longer would we be a wastrel Nation. Under this plan we could become a prudent people husbanding our resources for continued existence as a "Have Nation."

With a Department of Natural Resources to administer all of our publicly owned and publicly controlled natural resources, we could be reasonably sure that successive Presidents would choose acknowledged conservation leaders to head the department. The fights of the exploiters to over-develop and overuse our natural resources could always be carried to a Secretary in the Cabinet who could represent the conservation sentiment of the people.

The report of the task force on *Public Works* prepared by Robert Moses, of the New York State Council of Parks, recommended an enlarged agency similar to the present Federal Works Agency, with four functional groupings which would bring together bureaus of various sorts. Under *Planning and Scientific Research* would come Oil and Gas, Civil Defense, Mines, Geological and Geodetic Surveys, Standards, Research and Planning. Under *Roads, Airports, Parks and*

Indian Affairs would come Public Roads; Airports; Parks, Fish and Wildlife, and Indian Affairs. Under *Water Control and Development* the specified functions would include a Board of Impartial Analysis, a Chief Engineer of Design and Construction and a Superintendent of Operations. Under *Housing and Buildings* would come Housing, Buildings and the Commission of Fine Arts, the latter at present a staff rather than a line agency. Then, after a study of the Report on Natural Resources which is admitted to be "an admirably and, in many respects, persuasive piece of research and presentation," it was discovered that both Task Forces claimed geology, mines, oil, gas, water, parks, fish and wildlife. By taking in a little more territory, the proposal for a Works and Conservation Department was evolved.

And then came the Report of the Commission itself with its divided opinion. A *majority report* favored a continued Department of the Interior as a predominantly public works agency concerned in the development of subsoil and water resources. This would mean a predominantly *construction* agency, with all the added prestige and strength to expand construction at any cost. We have already suffered from the policies of the separate agencies seeking to develop power, navigation, flood control, and reclamation wherever physically possible, with little control of over-all policies which would stress conservation. From the present department, as constituted, Indian Affairs would go to a new Department of Education and Social Security; Land Management (except for minerals) would go to Agriculture and Commercial Fisheries to Commerce. To the new Department of the Interior would come Flood Control for rivers and harbors from the Army Corps of Engineers (though two members of the Commission dissented to this); Community Services and Public Building Construction from Federal Works Agency, major construction projects covering land construction for the Coast Guard, certain hospitals and civilian airports.

The National Park Service and so-called Wildlife and Game Fishing seem somewhat lost in this predominantly works agency.

The *minority report* of the Hoover Commission, signed by Vice Chairman Dean Acheson and Commissioners Pollock and Rowe upheld the Task Force Report on Natural Resources. Said they:

> The wise conservation, development, and use of our natural resources are at stake. In the past these resources have often been depleted through sheer neglect. But they have also too often been pawns at the mercy of governmental confusion. There has existed too long a "splintering" of the functions of resources development among too many bureaus and agencies.
>
> Several members of this Commission wish to separate the management of our public lands from the development of water resources. This they would do by placing the public lands in Agriculture and water resources in Interior. We are convinced such a recommendation would only perpetuate the fragmentation of functions among the agencies which for decades has paralyzed wise development of our natural resources. . . .
>
> Our own view is that the conservation, development, and use of our public resources is a single indivisable problem. It can be solved wisely only by the leadership of one governmental agency which would relate each part of that problem—forests, water, public lands, minerals, wildlife, fisheries, recreation, power—to the others and develop all of our natural resources together.

We therefore recommend a Department of Natural Resources.

There is an admitted problem in finding any one satisfactory solution. Bureaus, like books, can be catalogued under different headings, but a single bureau or book cannot be placed in more than one location at the same time. Some functions must be exercised across bureau and even departmental lines.

However, we believe that the preservation of our natural resources which have contributed so greatly to the growth and power of our country in the past, far exceeds in value and importance to the America of the Future any immediate gain in their fullest exploitation now. Experience has shown that the constructing agencies are only too often carried away by their enthusiasm for such immediate exploitation without sufficient regard for the permanent values destroyed. The estimated dollars to be received for electric power during the existence of today's market may exceed the immediate return for food crops raised on the land flooded; and yet one may question which will have the greater ultimate value. In the organization proposed by the bare majority of the Hoover Commission, the bureaus to which the American people must look for conservation of the country's natural resources will in each case be overshadowed at the bureau level by the greater number of those dedicated to exploitation and their pleas can but rarely be expected to reach the cabinet level and the President. Therefore, the American Planning and Civic Association's Board of Directors favors the proposed Department of Natural Resources which with the prestige of a cabinet officer at its head should be able to conserve our God-given capital in natural resources and, if wisely administered, find ways of limiting their exploitation to the appropriate annual product without profligately eating into the principal.

Frederick Law Olmsted Honored

Frederick Law Olmsted has been selected by the National Institute of Arts and Letters to receive The Gold Medal which is presented for the first time this year for outstanding achievement in the profession of Landscape Architecture.

The National Institute of Arts and Letters was founded in 1898 by the American Social Science Association and incorporated by Act of Congress, December 2, 1912, for the furtherance of literature and the fine arts in the United States.

Its membership is limited to two hundred and fifty native or naturalized citizens "qualified by notable achievements in Art, Music and Literature."

The American Academy of Arts and Letters, founded by the Institute in 1904, consists of a group of fifty.

The object of the Institute is to stimulate in every way possible the development of the arts in the United States. It awards annually a medal known as The Gold Medal covering every branch of the arts in rotation, once in ten years.

Recent Court Decisions

Compiled by FLAVEL SHURTLEFF, Marshfield Hills, Mass.

Variance: Hardship

In two recent cases the New Hampshire Supreme Court has defined "unnecessary hardship" and in each case has upheld the allowance of a variance. In the latter case which involved the conversion of a four family house to six apartments in a zone where only one and two family dwellings were regularly permitted and where, by exception, four family houses might be allowed, the Chief Justice stated again, but with some modification, the rule announced in the earlier case (Fortuna vs. Board of Adjustment, 60, Atl. 2nd, 33): "Any hardship suffered as a result of the interference with the right to use property as (the owner) sees fit although no public or private rights are injuriously affected thereby, is an unnecessary hardship." The requisite hardship may be said to result if a restriction on use when applied to a particular property becomes arbitrary, confiscatory or undully oppressive because of conditions of the property distinguishing it from other properties similarly restricted. It may be stated that "unnecessary" as used in this connection means *not required to give full effect to the purpose of the ordinance.*

There was a well reasoned dissenting opinion that the property was as usable for permitted uses as other comparable properties within the zone, that it would not support six families without overcrowding, that the public injury consisted in the violation of a restricted zone without justification.

St. Onge vs. City of Concord. 63 Atl. 2nd, 221. Oct. 1948.

Editor's Note: The rule of the majority opinion seems too broad, since the only hardship was necessary as a direct result of the zoning regulations, and was not attributable to special conditions of the property. The two following cases apply a stricter and a more usual rule.

Where the record before the court failed to establish that land *could not yield a reasonable return if used only for conforming uses* and failed otherwise to satisfy the essentials for the exercise of discretion, a variance was improperly granted. The Board of Appeals might grant a variance on the personal knowledge of its members as to practical difficulty and unnecessary hardship but the facts constituting such personal knowledge must be in the record.

Slater et al vs. Toohill, Appellate Div. of Supreme Court, N. Y. Nov. 1948, 84 N. Y. 2nd. 182.

The owner of a 4½ acre lot in a residence district in which are permitted agriculture and the sale of agricultural products grown on the premises, applied for a variance to permit the sale of all kinds of fruit and vegetables throughout the year. Applicants' points were (1) that his considerable investment in the land was not yielding a reasonable return, because the land was not suitable for growing fruits and vegetables, (2) that the additional use requested would not be contrary to character of the neighbor-

hood because of non-conforming uses.

The Court sustained the action of the Zoning Board of Review in denying the application, holding that applicant had not sustained the burden of establishing his contentions and that he was not deprived of all beneficial use of his land.

D'Acchiali vs. Zoning Board of Review. Supreme Court of R. I., 60 Atl. 2nd., 707, Aug. 1948.

Spot Zoning

The Edgewood Civic Club petitioned to set aside a zoning amendment which made one lot, formerly in a residential zone, a business zone. The case was heard first by a master who found that the original zoning was reasonable, that the area rezoned was not in any real sense a district but an individual piece of property, that there was no public need for the amendment.

The Court on this report found the element of public need lacking, and that this made the amendment "spot zoning", but said the mere fact that the amendment zoned a small area at the request of a single owner did not of itself make the result "spot zoning", citing Marblehead vs. Rosenthal. 316 Mass. 214. "The zone may be small and of greater benefit to those seeking it than to others" and it will be proper zoning if there is a public need or a compelling reason for it.

Edgewood Civic Club vs. Blaisdell. Supreme Court of N. H. Oct. 1948. 61 Atl. 2nd., 517.

Improper Zoning

Courts hesitate to substitute their judgment for that of the legislative agency but where a zoning ordinance attempted to wedge in a residential district consisting of two half blocks separated by a street between business, and commercial zones extending many blocks to the east and west, the zone was held improper, and a permit to build a warehouse in the area was ordered to issue.

State ex rel George vs. Hull. Wyoming Supreme Court. 199 Pac. 832, Nov. 1948.

An amendment increasing required frontage in residence zone from 60 feet to 75 feet was upheld and the court said that the fact that most of the residential lots in the community had 60 foot frontage need not be considered since that would be applying to new areas *outmoded concepts despite substantial advances made in community planning.*

Greenway Homes vs. Borough of River Edge. Supreme Court of N. J., 137 N. J. L 453. Aug. 1948.

A Bouquet For Planning And Civic Comment

From a Western planning office we hear: "I use PLANNING AND CIVIC COMMENT more than any other publication on planning. There is more news therein, properly expressed, than in any other bulletin." This is not a radio commercial but an unsolicited, though none-the-less welcome, sentiment from a valued member.

City Planning and Community Councils

By HAYES A. RICHARDSON, Director of Welfare, Kansas City, Mo.

The wisdom of long range planning has been accepted by cities and towns as they have attempted to adapt their patchwork development of former years to abrupt, emergent and extensive demands upon their facilities by new and changing circumstances. These necessities have reemphasized the need and aided those who have supported planning as a necessity if a city was to meet its obligation and purpose of maximizing full, good living. There will be no denial of the fact that the burden of planning will fall upon the trained planner and engineer who has the technical knowledge of what is feasible and practical and who can weigh alternatives and offer them for the consideration of those in authority.

Fundamentally, however, plans in themselves, even though comprehensive, are not enough. Vaults and files filled with blueprints and patterns, to be called out only when some governmental project is afoot to absorb large numbers of unemployed or when federally subsidized projects may be put into operation, do not evolve a coordinated building program which will bespeak an orderly development where each segment fits into the total plan.

Furthermore, plans must be put into action or they are futile. A building program, to become effective, requires financing often in excess of the immediate yield from current taxes. Loans have to be floated which usually requires that bonds have to be voted, and this necessitates wide understanding and support for the building program. This support must come from the entire community, not any single faction or group, since in our present social scheme no such group or interest is powerful enough to give required approval.

The soundest possible support is that which has the broadest base, the one which comes from the very grass roots of the community. In a democracy, at least, knowledge must be the forerunner of support. The program or organization which will make such knowledge the most widespread or most readily accessible is the best guarantee of assured growth. This is the philosophy behind Kansas City's community councils which encourage citizens to survey their own local neighborhoods, weigh their resources against their needs and, then, set in motion the machinery to achieve what they find will develop the community into the environment they desire for their daily living of work and leisure. Citizens of a community drawn together by a common interest will plan for their own welfare. Recurrent floods, inundating truck gardens along the river bottoms, unite the efforts of the community for protection and brings with it an understanding and appreciation of more extensive flood control for a much larger area. Community councils in Kansas City have been found very effective in mobilizing the community into action and in carrying their problems to authoritative sources or meeting them

through their own efforts. Planning is not something just for years in the future but for today and tomorrow as well. Planning should be continuous for it necessitates an evaluation by those whom the plans are to affect.

Some programs may be carried out by the joint action and efforts of the community alone. In such a category are neighborhood clean-ups and beautification projects, conversion of vacant lots into neighborhood play spots, even the acquiring of shelter houses on transit lines. Others will require help from city officials and more extensive financing. But the organized community knows where to go and how to present its request and has the machinery through which it can discuss and contemplate itself both now and in the future.

From a realization of its own needs it is but a step to the recognition of city wide or the larger community needs. When long range programs for development are projected and passed on to the citizens for their consideration, they are prepared, through previous experience in facing neighborhood insufficiences, to give intelligent attention to them. This has been proved indisputably by Kansas City, Missouri's community and neighborhood councils which not only supplied personnel for the subcommittees studying projects for a fifteen year program but which were instrumental in putting over the bond program necessary to finance it. They know the value, the soundness and the desirability of the various projects and envisioned them in a complete plan.

Having had a share in the preparation of the plan and having made possible the financing of it, citizen interest is maintained until the projects are completed and the panoramic concept gradually evolves. With an organization which meets regularly and devotes constant attention to its own well-being, this sustained interest and action is more pronounced than where no permanent organization exists.

One of the main achievements of the community councils in the city has been to raise the level of the sights of its citizens beyond mere physical necessities such as streets, sewers and trafficways to encompass those things which tend toward more complete and enjoyable living; more social and cultural advantages, more opportunities for adequate and satisfying recreation for all age groups; greater concern that those advantages which had once been the privilege of the few be included in the plans for the many.

An interesting experiment in education for living and civic growth has been carried out on the elementary school level in cooperation with the schools. Through the development of Junior Cities within a school, the principles of good government and citizenship are made real through actual operations. Each one of the Junior Cities has been given a charter by the city government to operate as a city—Benton City, Dunbar City, Linwood City, etc. After they obtain their charter they study the election laws and hold their elections following the pattern of the city and state laws. The Mayor and Council

are elected and they, in turn, appoint a City Manager who appoints directors of the departments. The Director of Public Works is in charge of the building and grounds; the Finance Director is responsible for all monies raised in the paper drives, etc.; the Recreation Director is responsible for recreational activities. The principal of the school usually acts as the Governor of the State and, where there is malfeasance or misfeasance, he can thereby remove the officials or ask for another election. This has not been done, but it does give youth an opportunity to become imbued with the philosophy of democratic government on an operating status. The child who becomes interested in the healthful phase of the school cafeteria more easily understands sanitation and health problems beyond the confines of the school. The student who gives thought to the cleanliness of the school hallways and grounds will have an eye for the beautification of the approaches to his city. The school which through its diminutive government plans a family night for all the parents of the district may be expected in the near future to be alert to the physical and social needs of the city. Not unimportant in their activities has been city planning. In several places, they have made surveys of their neighborhoods which included even actual physical models locating desirable housing, streets and recreational facilities. The Junior Citizens have taken in their stride the step from school interest to neighborhood interest. The next must surely be from the neighborhood to the community at large. One cannot overestimate the importance of the effect on adults, of the interest which these young folk take in their surroundings. Many a parent has learned through his child the desirability of thinking and planning to improve his environment.

When we assert that citizen participation is highly important to effective planning, that citizens must be "carried along" with the plan to assure its support, we have told a half-truth. Unless the plan has sprung in some part from the wishes of the people themselves, unless it will supply them with those things which they conceive to be desirable and worth working and planning for, regardless of how masterful it may be technically, it will fail to achieve its real purpose—life made more livable through satisfactory physical surroundings and ever-widening opportunity to enjoy and pursue a rich, full, daily experience.

This whole program is developed whereby people and their servants—government employees—work together. Planning is not apart from them but they participate, evaluating the recommendations of their technicians. In turn, the technicians obtain an undertanding of the inner desires of different communities and are able to show the relationship between common projects affecting many communities. Planning is not putting something over on someone else through the conspiring of a group but rather part of a whole democratic process of rationally attempting to supply good living through the use of present and future resources.

McFarland Park

From the Harrisburg, Pa., *Evening News* of May 6, 1949

Council should not only welcome but be grateful for the suggestion from the Harrisburg Area Regional Planning Committee that the Italian Lake area be christened McFarland Park in memory of that tireless civic worker, the late Dr. J. Horace McFarland.

Some communities have an unfortunate way of dealing shabbily with their benefactors. That is not true of Harrisburg entirely. Its street names give recognition to families associated with the growth and development of the city.

Possibly not all citizens worthy of a memorial can be so recognized in any city but no person will be critical of Council if it takes action that will mirror the tribute of a community to a man who did so well by it.

Dr. McFarland was one of those effective organizers of the civic awakening at the turn of the century that pulled Harrisburg out of the mud, gave it paved streets, modern sewers, a filtered water supply, an ornate river front and a park system which for many years exceeded in acreage that of all systems in a city of this size.

In civic affairs Dr. McFarland had many definite interests though possibly parks commanded more of his attention and affection than others. As a publicist, a speaker, a tireless worker in the public improvement campaigns Dr. McFarland was pre-eminent. If during his life time, as reported, he shied away from having any park bear his name, it was his characteristic modesty more than anything else. That can be overlooked now when all the elements of justice call for the permanent association of his name with a unit of the city's park system for which perhaps he was more responsible than any other one man.

Council will honor itself and its citizens by promptly and formally creating McFarland Park.

Members Meet in San Francisco

On April 16 at the Palace Hotel in San Francisco, members of the American Planning and Civic Association met at a luncheon arranged by T. J. Kent, Associate Professor of Civic Planning at the University of California. L. Deming Tilton, California member of the Board, presided. For several hours planning and conservation trends were discussed and the group had the pleasure of welcoming Paul Oppermann, who has recently assumed his new post of Planning Director for the San Francisco Planning Commission.

Among those present were: Mr. and Mrs. David Bohannon, (Mr. Bohannon is a well known builder of low-cost housing projects and retiring chairman of the planning committee of the Commonwealth Club); Aubrey Drury of Save-the-Redwoods League; Glenn Hall and Mrs. Arnold Waybur of the Sacramento

(Continued on page 62)

Strictly Personal

Ralph T. Walker of the New York firm of Voorhees, Walker, Foley and Smith, was elected president of the American Institute of Architects at the 1949 Annual Convention, held at Houston, Texas, March 15–18.

Charles Hayes Diggs, Planning Director of Orange County, Calif., has been elected President of the Southern California Planning Conference and Harold St. Johns, Planning Engineer of Orange County, Secretary-Treasurer.

Dr. Paul Hanna is one of a team of three educational experts being sent to the Philippine Government by UNESCO to make a three-month study of Philippine education looking toward the reconstruction of the School System.

Hon. J. Hardin Peterson of Lakeland, Florida, serving his 9th successive term in Congress representing Florida's First District, has moved up to the Chairmanship of the House Committee on Public Lands as a result of the death of Chairman Andrew L. Somers of Brooklyn, N. Y.

Byron Harvey, Jr. is now a member of the City Planning and Advisory Board of the Chicago Plan Commission, upon invitation of the Mayor of Chicago.

Louis Bromfield was elected Chairman of the Ohio Conservation and Natural Resources Commission at the annual meeting in Columbus.

Floyd Jennings, formerly with the Grand Rapids, Michigan Planning Commission, is now Chief Planner, City Planning Commission, Seattle, Washington.

The sudden death of L. A. Jester, a member of the City Plan and Zoning Commission of Des Moines, Iowa, on Feb. 1, 1949 is a loss to planning in that city. He was an original member both of the Commission, established in 1926, and of the Zoning Board of Adjustment.

Miss Janet Love has recently taken office as the new executive secretary of the Women's Civic League of Baltimore, Md. Miss Love is a Baltimorean, a graduate of Smith College, with a Master's Degree in Social Sciences from Catholic University.

Gilmore D. Clarke was elected President of the American Society of Landscape Architects at the annual meeting in April in Washington, D. C. Other officers are: Vice President, Philip H. Elwood; Secretary, Charles R. Sutton; and Treasurer, Norman T. Newton.

Commentaries

The Fifteenth Report of the Commission of Fine Arts has been issued as House Document No. 727. It covers the period of activities of the Commission from July 1944 to July 1948. In the opening Chapter, the history of the establishment of the Seat of the National Government in the District of Columbia is told in detail, thus giving much background material for the Sesquicentennial celebration in 1950. Subsequent chapters deal with plans to remodel the United States Senate and House of Representatives Chambers in the Capitol, with plans for expansion of the administration buildings of the Federal Government and plans for statues, monuments and memorials, already erected and proposed, numerous commercial buildings, school buildings and other projects, such as the Dupont Circle Underpass and the Twin Bridges which will replace the old Highway Bridge. Well indexed, this new publication offers a valuable reference on the development of the National Capital.

Community Planning Annual, issued by the Michigan Society of Municipal Planning Officials on January 1949, contains the proceedings of the 1949 statewide meeting at Grand Rapids, Michigan, October 2, 1948. Some of the topics discussed were "What Land Use Plans and Zoning Should Provide for Industry", "Recreational Requirements for Small Cities and Villages", "The Neighborhood in City Planning", "Planning Shopping Centers and Business Districts", "Planning Municipal Offstreet Parking Facilities", and "City Fringe Land Use Problems."

Fairfield, the Town Plan, by Technical Planning Associates, has been developed in close cooperation with the Post War Planning Council and the Town Plan and Zoning Commission. This pamphlet contains a digest of the full Master Plan and has been published for the use of the residents. A complete report is available through the office of the Town Engineer. Presented are detailed analytical maps, showing the present land use, the pattern of land values, the distribution of population, the location of recent residential construction and of new subdivisions. A comprehensive study of zoning includes new regulations which are summarized.

Metropolitan Master Plan, 1948 *and Official City Plan* of the city of Cincinnati, as adopted in 1948, has just been distributed. By unanimous action of the Commission, the Plan is dedicated to the memory of the late Alfred Bettman, to whom tribute is paid: "As long as Cincinnatians love their city and strive for its future greatness; as long as they remain eager to make it the best place in all the world in which to live, the spirit and work of Alfred Bettman, member of the City Planning Commision from 1926 and its Chairman from 1930, will live on. Death came to him (January 21, 1945) just as his beloved Cincinnati, for which he had labored because it was his native city, was awakening through the beginning of the Master Plan project to the full practical import of the doctrines he had so long advocated." This book is the final one in a series and presents a condensation of the findings and conclusions of the individual reports, each of which is devoted essentially to a single functional element. Keeping this plan up to date leads the Commission to recommend that every organization of citizens and property owners and business men designate a standing committee to study the problems of the area, and authorize the committee to transmit to the Commission its conclusions and recommendations in writing. Thus will the Plan continuously reflect the desires and aspirations of the people. The Commission states that it believes the Plan is "far-sighted enough to be inspiring and practicable enough to be attainable."

Historic Washington by H. Paul Caemmerer, Ph. D., Secretary of the National Commission of Fine Arts, has been published by the Columbia Historical Society. It contains a number of rare illustrations published for the first time. This booklet is presented as a harbinger of the 150th Anniversary of the establishment of the United States Government in the City of Washington, which will be celebrated in 1950. Included is a brief article entitled "The District of Columbia Government" by Major General U. S. Grant, 3rd, Chairman of the National Capital Park and Planning Commission. This book has been given wide distribution and contains a gold mine of information on the Federal City.

Recommended Programs of Public Improvements 1949 *through* 1954, as recommended by the Philadelphia City Planning Commission, schedules a program of projects for this six-year period which will carry forward improvements upon which the City of Philadelphia is already engaged and other essential work to be financed with available or expected funds. The fundamental needs of the City have not changed since the City Planning Commission reviewed them in its report accompanying the 1948–1953 public improvement program. Scheduling of projects has been simplified in the new report. Tables have been set up to show, in addition to work completed, work under contract and to be contracted for prior to January 1, 1949, work recommended for the six years and the funds that are expected to be available. An interesting chapter is devoted to central city improvements which outlines plans for Independence Hall National Park and North Mall. Acquisition of areas comprising this park has been authorized by Congress. The North Mall, which will extend from Independence Hall between 5th and 6th Streets to the Delaware River Bridge Plaza is nearer accomplishment. Preliminary plans have been drawn under the auspices of the City Plan Commission.

Can Green Bay Solve this Puzzle? This is Publication No. 1, of this Wisconsin town, published March 1949, and endeavors to answer questions which might be asked by the average citizen with respect to the future development of the City of Green Bay. The questions are: What is Master Planning? How do we go about making a master plan? What kind of a city do you want here? What's going on in the planning office now? What will be done in 1949? A chart illustrating graphically the scope of the City Plan Commission and the activities allocated to different departments, should help the citizen understand the difficulties which are involved. This is an interesting booklet which should arouse sympathetic interest in carrying out the master plan.

Chicago's Civic Center, presented by the City Plan Commission in a new booklet, is conceived as a unit and has been planned from the ground up, with each building related to the next and all having their share of daylight. The buildings occupy a smaller proportion of the site than the green park which surrounds them and the green space provides a welcome contrast to the crowded city blocks through which the pedestrian approaches the Center from the Loop. Perhaps the most appealing part of the plan is its airiness. Another feature is the convenience of the traffic circulation plan which assures easy external access and rapid internal communications, as any point in the Civic Center can be reached from any other point in a few minutes. The scale of the civic center is vast, but so is the city it is planned ultimately to serve.

The American Plant Food Council in cooperation with the National Grange announces an essay contest on the subject, "Conservation of our Soil Resources." The contest opens March 15, 1949 and closes June 15, 1949 and entries should be sent to: Conservation Committee, The National Grange, 744 Jackson Place, N. W., Washington 6, D. C. Length of essay should be not more than 800 words. Prizes will equal $15,000. National judges are Hon. Charles F. Brannan, Secretary of Agriculture; Dr. Hugh H. Bennett, Chief, Soil Conservation Service; Mrs. Malcom Byrnes, President, Home Demonstration Council; Dr. W. T. Spanton, Chief Agricultural Education Service, U. S. Office of Education and Dr. M. L. Wilson, Director of Extension Work, Dept. of Agriculture.

Major General Philip B. Fleming, former Federal Works Administrator, spoke to the Roadbuilders Association on the subject "The Roadbuilders Place in Urban Washington." He declared:

Never before has the demand for highway service been so great. Motor vehicle registrations increased from approximately 30,638,000 in 1945 to an estimated 40,700,000 at the end of 1948 . . . within another ten years, according to conservative estimates, there may be 50,000,000 motorists trying "to go places" but having considerable difficulty in getting there because of the crowded traffic on the highways.

General Fleming called attention to pending legislation on slum clearance, improvement of blighted areas and the provision of houses for low income groups, but maintained that:

Nothing less than a general plan of urban redevelopment, embracing desirable alternatives of the location and character

of land-use for all purposes, residence, commerce, industry and public utilities, will suffice as a basis for the proper placement and design of the new arterial highways that will both conduce to and serve the intended land uses . . . and, if sound planning requires . . . simultaneous consideration of transportation and land-use, it goes almost without saying that any separate undertaking of one or the other is practically certain to result in some waste and inefficiency . . . A pattern of city streets and the location of arterial routes, should be considered as one of the initial steps in the redevelopment of urban areas . . . one of the chief advantages in having a far-reaching plan comprising all phases of urban redevelopment, including highways, is that such a plan makes it possible for the city to spread the heavy cost of improvements over a period of years, through stage construction. Under such a plan, sufficient land in slum areas and blighted sections can be acquired in the initial taking, not only for highways but for general redevelopment of the areas.

L. Deming Tilton has issued a Report, in the form of a printed bulletin to the members of the Montecito (California) Protective and Improvement Association. Mr. Tilton recalls that Montecito was first zoned twenty years ago and maintains that "it is doubtful if any unincorporated residence district in California or any other State has been served as well as Monecito by its zoning ordinance, since it was adopted . . . Conscientious service of county officials and strong support from the Monecito community have given strength and stability to the zoning system."

Montecito has no local government, but the inauguration of county zoning in Santa Barbara County for the benefit of Montecito primarily, was at the time, somewhat legally hazardous expansion of powers of county government. A group of property owners first tried to secure a protective covenant with restrictions to run with the land, but agreement could not be secured of all interests. The county then acted under the new state law to set up planning commissions.

Montecito Parkway (See Oct. 1940 PLANNING AND CIVIC COMMENT) is a by-product of the zoning effort. It was, says Mr. Tilton, a demonstration of the value of the modern highway design, which, finally, in 1937, led to the passage of freeway legislation.

The county now proposes to revise its entire zoning program, including the provision for off-street parking in its business districts and a measure of architectural guidance for exteriors of new buildings.

Joplin, Missouri, has adopted the zoning ordinance prepared by Hare and Hare of Kansas City in cooperation with Frank M. Evans, head of the City Planning and Zoning Commission. In its final form the ordinance includes some twenty changes from the original ordinance. As enacted, the ordinance sets up seven classifications: (A) First dwelling district, with future buildings restricted to one-family houses, churches, parks and community or public buildings, with height limited to two and one-half stories and yard restrictions; (B) Second dwelling district, including two-family buildings; (C) Apartment district; (D) Local business district; (E) General business district; (F) Light industrial district; and (G) Heavy industrial district.

The Indiana Economic Council held its third Governor's Conference on Recreation in Indianapolis on January 18. Paul E. Middleton, Director of the Council, presided at the opening session and introduced Stephen C. Noland, Editor of the Indianapolis News, Chairman of the Council. Garrett G. Eppley, Chairman of the Department of Recreation at Indiana University and Chairman of the Advisory Committee on Recreation, reported on developments throughout the State. Sessions were held on County and Rural Programs, with Warren O'Hara, Director of Education, Indiana Farm Bureau, in charge. L. H. Weir, Field Secretary of the National Recreation Association served as Chairman for Municipal Programs. The session on School Functions in Recreation was headed by H. E. Binford, Superintendent of Schools at Bloomington. Richard Miller, General Manager of the Indianapolis Coliseum Corporation handled the section on Commercial Recreation Problems. There was an Exhibit in charge of Arthur F. Lindberg, Superintendent of Buildings and Grounds, Butler University and a final dinner presided over by Governor Schricker.

A proposal to establish a new Welsh Town at Cwmbran, Monmouthshire, was the subject of consultation at a meeting be-

tween the Minister of Town and Country Planning, Mr. Lewis Silkin, M.P., and local authorities at the Monmouthshire County Hall, Newport, on April 13, 1949.

The new town would be designed to provide convenient residential accommodation under modern conditions and with proper amenities for some 30,000 people. It would serve the existing and proposed industry of the Eastern Valleys and also provide for overspill of population from mining areas.

A letter sent by the Minister to the local authorities states that the Minister has reached certain tentative conclusions with regard to the site of a town in the Cwmbran area, but before designating an area for this purpose he would explain his proposals to the local authorities.

A new four-year course of study leading to the degree of bachelor of science in land planning will be introduced next fall in the College of Architecture at Cornell University in place of the five-year course in landscape architecture, which will be discontinued.

Assistant Dean Thomas W. Mackesey said the broader course recognizes the development of "an increasing emphasis on large-scale public and semi-public works—the planning of housing developments and other groups of buildings, parkways and throughways—on a scale that merges with city planning."

Described as the first of its kind in the United States, the program is designed primarily as a preparatory course for post-graduate specialization in landscape architecture or city and regional planning. Upon completion of the land planning curriculum, the student may continue in the Graduate School as a candidate for the degree of master of landscape architecture or master of regional planning.

Legislation for National Parks in Great Britain is now actually before Parliament after many years of consideration. The main objects of the Bill are to provide for the designation of National Parks and the establishment of a National Parks Commission, to confer on the Nature Conservancy and on local authorities powers for the establishment and maintenance of nature reserves, to provide for the recording, creation, maintenance and improvement of public paths and for the creation of long distance routes, to enable the public to have access to open country, to confer further powers for preserving and enhancing the natural beauty of the countryside and to provide for Exchequer assistance towards these purposes.

The most controversial point is, of course, the question of administration. A Commission is to be appointed but its powers will be less than those recommended in reports on the proposed legislation. Administration will be in the hands of the local planning authorities but they must consult with the Commission. The special parks committees of these authorities will have 25 percent of their membership appointed from persons nominated by the Minister. The April 1949 *Journal of the Town Planning Institute*, in its article on National Parks, reports that a very full bibliography of references to official material on the subject of National Parks, has been compiled by the House of Commons Library.

P. A. Barnes, of the Council for the Preservation of Rural England, is the author of a pamphlet entitled, "Posters and the Planning Act." He has made a count of the advertisements on the main road from London to Hastings and finds there are 1,075 and 775 on the road from Manchester to Windermere. Road maps showing the disposition of these signs in other places, with 36 illustrations of good, bad and indifferent specimens of advertising are contained in the pamphlet. The author believes that tidying up of the country in this respect is one of the first tasks which could be undertaken by planning authorities. He states that if this work is well done all sections of the community will be satisfied, especially if this aspect of the new Planning Code is early made manifest. The pamphlet contains a useful three-page summary of the advertisement regulations made under the Town and Country Planning Act of 1947. The pamphlet is available from the Council for the Preservation of Rural England, 4 Hobart Place, London, S. W. 1, England, priced at sixpence.

PARKS

The Glacier View Dam Project

Conservation groups have been active in their opposition to the proposal advanced in the preliminary studies of the Corps of Engineers to include in the Columbia River projects a huge dam at Glacier View across the North Fork of the Flathead River in Montana which would flood 20,000 acres of Glacier National Park.

The Corps of Engineers is free, under law and past policy to make surveys for flood control and navigation projects within National Parks. National Parks, however, are exempt under the amendment passed by Congress in 1921 to exclude National Parks from Federal power projects. By order of the Secretary of the Interior, the U. S. Reclamation Service may not enter National Parks to make surveys for reclamation projects.

Col. Theron D. Weaver, Division Engineer of the Corps of Engineers of the U. S. Army, held numerous local public hearings on the Glacier View project at which objections were filed by conservation organizations, including the American Planning and Civic Association. President Shreve of the United States Chamber of Commerce issued a statement in opposition to the encroachment on the Glacier National Park.

As the outcome of these hearings, Col. Weaver recommended definitely six multiple-purpose dams and reservoirs in the interest of flood control, navigation, power and other uses in four States of the Columbia River Basin and a tentative recommendation for the Glacier View Dam and reservoir conditional upon the approval of the Secretary of the Interior. The Secretary of the Interior, however, opposed the intrusion in Glacier National Park.

This dilemma has now been solved, at least tentatively, by a Joint Agreement between the Secretary of the Army and the Secretary of the Interior which defines the responsibilities of the Bureau of Reclamation and the Corps of Engineers in the Columbia Basin. According to the Agreement:

> *"The Glacier View project, which is one of the most economically favorable projects considered for the plan and which is approved by the State of Montana and local interests generally, is strongly opposed by many because it would encroach upon Glacier National Park. A possible alternative to Glacier View, the Paradise project, is objected to by the State of Montana and local interests. It is concluded that neither of these projects should be authorized at this time, and that recommendations for a project or projects that will accomplish the purpose of the Glacier View project should be presented after further study which can be carried on while other elements of the main control plan are under construction."*

Congratulations are due the Secretary of the Army and the Corps of Engineers for their part in the Agreement, which may be the forerunner of a new policy on the part of the Corps of Engineers to ensure protection of National Parks and Monuments in flood control and navigation projects similar to the protection afforded under the Federal Power Act and the policy of the Department of the Interior for reclamation projects.

The conservation organizations hope that the Glacier View project will never be authorized, for they take exception to the statement that Glacier View is "one of the most economically favorable projects" since economy in the development of power would be achieved at the expense of national values in Glacier National Park upon which it would be impossible to put a price tag.

We present a series of pictures showing western Glacier National Park which would be affected by the Glacier View reservoir.

Cover Picture. Horseback party from The Quarter Circle M Ranch, Glacier National Park.

On the opposite page. The Glacier View Dam would flood this part of Quartz Creek, viewed from the North Fork highway bridge.

Above. This view, looking downstream, is taken from the west bank of the North Fork of the Flathead, about a mile above Whale Creek. If the Glacier View Dam were built to its projected height of 416 feet, all of the foreground area would be flooded. Since it is near the upper end of the projected lake, any extensive drawdown would expose denuded flats. All the mountains on the skyline are in Glacier National Park.

Below. Within the projected lake area lies some of the finest western yellow {ponderosa} pine forest to be found in the northern Rockies. Much of it is in State ownership; some of it is privately owned. This view is taken on the North Fork road, about a mile north of Anaconda Creek.

Above. Camas Creek, the North Fork road is closely bordered by tall, slim lodgepole pine.

Above. The waters would flood out this Logging Creek ranger station and the nearby camp grounds.

Below. Huckleberry and Glacier View Mountains seen across the southern end of Mud Lake—a favorite haunt of moose.

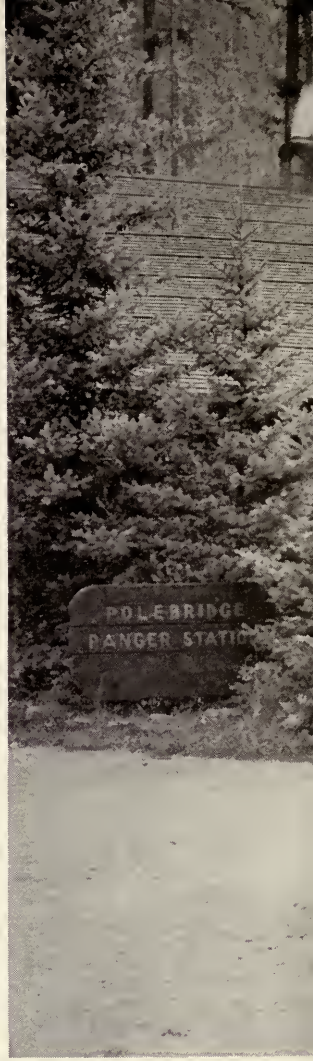
The Wilderness Trail Trips, referred to again in later pages, utilize pack horses and "shank's mare" during much of their course, but they end with a boat ride down the North Fork of the Flathead. This view, looking

upstream from about a mile above Polebridge, indicates the real wilderness character of the country traversed by the river. The reservoir from a dam at Glacier View would extend far above this point.

The pole bridge at Polebridge provides the only vehicle crossing of the North Fork of the Flathead between the Canadian border and the junction with the East Fork. The view above is of the upstream side, and is pointed across the river at lands within the Flathead National Forest.

Below. The area in the park which would be flooded by water of fluctuating levels contains most of the winter habitat of Glacier National Park's mammals—moose, mule deer, whitetail deer, elk, and beaver particularly. Only in Glacier, among the western national parks, are whitetail deer found in any numbers; building of the dam would wipe out about 56 percent of their winter range. The loss of winter range for the other mammals would also be extremely serious. The evidences of aquatic vegetation here in Mud Lake show why it is popular with moose.

Roads lead in to Two Medicine Lake and Many Glacier, and the park is crossed by the Going-to-the-Sun Highway, which leads from park headquarters, at the foot of Lake McDonald, across the Continental Divide and down to St. Mary Lake. A previous picture has shown the character of the North Fork road, leading northwest from Lake McDonald, and providing access to the lower ends of Bowman and Kintla Lakes. Yet Glacier is essentially, and overwhelmingly, a wilderness park. It has always had a great appeal to the hiker and to those who can afford to travel in the saddle or at least with pack animals. Only by getting



away from the roads is it possible for the visitor to come to intimate terms with scores of isolated lakes, with dozens of glaciers, small and large, and with hundreds of miles of rushing streams. For the past two seasons, H. Frank Evans has been conducting "Wilderness Trail Trips" in Glacier, under permit from the National Park Service.

Above. A party composed almost entirely of people from the northeastern United States, about to start on a 10-day hike, under Evans' direction, to Boulder Pass. The Polebridge Ranger Station is their starting point.

Left. The "trail trippers" are self-propelled, but they walk unencumbered by heavier burdens than cameras and field glasses. Such pack strings as this carry their tents, bedding, and food.

Virtually everything in sight in the picture across the top of these two pages, except the mountains which form the skyline, would be under water if the Glacier View dam were built. Looking southward, the picture {a combination of two} includes Big Prairie, the dam site {Huckleberry Mountain} and McFarland's Ranch.

Left. Since the North Fork road is just rough gravel, it is sought by those who want to take their cars on the byways and to camp away from the crowds. This pair from St. Louis are at the Logging Creek Campground, from which a trail extends back to Logging Lake and the wilderness.

Next page. Two moose forage in a pond near Camas Creek. All photographs in this supplement by George H. Grant, National Park Service.

State Park Notes

Compiled by JAMES H. HUSTED, National Park Service

The Midwest State Park Association held a meeting May 4, 5 and 6 at Pere Marquette State Park, Grafton, Illinois. Officers re-elected were as follows: V. W. Flickinger, President; Arthur Elmer, Vice President, and Kenneth Cougill of Indiana as Secretary-Treasurer. On the program were Charles P. Casey, Director, Department of Public Works and Buildings, Springfield, Ill.; George F. Ingalls, Chief, Land and Recreational Planning, Region II, National Park Service, Omaha; Dr. L. B. Sharp, Director, Life Camps, New York; Carroll E. Bazler, Associate in Charge of Recreation, Ohio Experimental Station, Chillicothe, O.; A. E. Elmer, Chief, Parks and Recreation Division, Department of Conservation, Lansing, Mich.; Ray Hubbs, Superintendent, Division of Parks and Memorials, Springfield, Ill.; C. L. Harrington, Superintendent, Forests and Parks, Madison, Wis.; Russell Reid, Superintendent, State Historical Society, Bismark, N. D.; Bryan Stearns, Director, Division of Forestry and Parks, Little Rock, Ark.; and R. E. Chiles, Director, Division of Recreation in State Parks, Oklahoma City, Okla. The next meeting of the Association will be April 5, 6 and 7, 1950 at Petite Jean State Park in Arkansas, with Bryan Stearns as host. Tom Morse President of the National Conference on State Parks, was present, and Buck Allison, President of the Southeast State Park Directors Association, Bill Hay of Tennessee, and Bill Wells of Louisiana.

The United States Forest Service has requested its regional foresters to put a representative group of camp, picnic and winter sports areas on a charge basis at the beginning of the 1949 vacation season. This will continue the experiment started in California last year. Rates to be charged are 50 cents per day per car of up to six persons for camping, and 25 to 50 cents per car of up to six persons for picnicking, with no charge for children under 12. The Forest Service will continue "to maintain many small free camp and picnic areas in addition to areas on which charges are to be collected."

In response to a request from the Legislative Reference Service of the Library of Congress for information concerning wilderness areas, the Wilderness Society compiled a 47 page booklet on the subject, entitled *A Statement on Wilderness Preservation in Reply to a Questionnaire.* It contains a number of definitions, an analysis of the out-

standing conflicts involving wilderness areas at the time, and suggestions regarding a national wilderness preservation system.

Crisis Spots in Conservation, a booklet summarizing the many assaults being made on national parks, national forests, state parks, and other areas by grazing, power, timber, and other special interests, has recently been issued by the Izaak Walton League.

A report entitled *Leisure Time Activities of Collier's Adult Readers* has recently been published by the Crowell-Collier Publishing Company, 250 Park Avenue, New York 17, New York. This presents in tabular form by percentages what activities the people who answered the questionnaire prefer, the type of equipment they use, and detailed information about many of the activities. The questionnaire used is also included in the report.

Three publications of interest to state park authorities who provide organized camp facilities are: *A Camp Aquatic Program*, by Sidney C. Hazelton, obtainable direct from the author, at 7 Dana Road, Hanover, New Hampshire, for $2.25 per copy; *Manual of Minimum Standards for Camps*, obtainable from the Greater Boston Community Council, 261 Franklin Street, Boston, Massachusetts, for $1.25 per copy; and *Legal and Legislative Aspects of Camping*, which may be obtained for 50 cents from the American Camping Association, 343 South Dearborn Street, Chicago 4, Illinois.

Dr. Ernest S. Griffith, Director, Legislative Reference Service, Library of Congress, presented an extremely interesting and informative lecture on "Recreation's Stake in Our Natural Resources" at the Department of Agriculture's auditorium on February 7. This was one of the lectures arranged by the U. S. Department of Agriculture Graduate School on the general subject of Resource Utilization and Conservation. The school is planning to publish the entire series.

Recently, data concerning county and metropolitan parks has been compiled, analyzed and printed by a committee of the American Society of Landscape Architects, entitled *Analysis of Policy Information, County and Metropolitan Park Development in the United States*. This tabulation was subdivided into three headings, "General Information," "Land Acquisition Policies," and "Recreational Use Policies."

Alabama. The new entrance road to Chewacla State Park has been named the "Shell Toomer Parkway" in honor of Mr. S. L. Toomer of Auburn, who was mainly responsible for the establishment of both the park and the parkway. The March issue of *Alabama Conservation*, which carried this story, also contained an article entitled "Parks Anticipate Biggest Year," which described the facilities, accommodations, and activities at all of the parks.

Arkansas. The Arkansas Resources and Development Commission has resumed the publication of their monthly bulletin, with the first issue being released in March. The April issue contains an attachment called "Arkansas Per Capita Retail Sales by Counties, 1948,"

which stated, "Baxter County, site of Norfolk Dam, has shown an increase of 350 percent in per capita spending since the project was completed. The fact that the tourist industry has raised Baxter County from one of the lowest brackets to a rank within the top one-third for the State is of significant importance."

California. The project of restoring Columbia Historical State Park, by the Division of Beaches and Parks, is now under way, according to the article, "Restoration of Gold Rush Columbia," in the April issue of *Travel USA.* The historical survey made by Dr. V. Aubrey Neasham of the National Park Service has been completed, and the master plan of restoration is now in the process of being prepared. The article concludes, "Upon completion of the restoration, which will take from five to ten years, State Park officials plan to make Columbia a living mining town by encouraging activities consistent with the atmosphere of the town during its golden days."

With the donation of $29,000 by the Daughters of the American Revolution to match State funds, the final tract necessary to complete the National Tribute Grove, which is located in Mill Creek Redwoods State Park, was recently purchased.

The State of California Recreation Commission has issued its first annual report, covering the period from October 17, 1947, when the Commission was organized, to October 16, 1948. It has also published two excellent booklets, entitled *Compilation of Laws Relating to Recreation,* and *Institutes for Recreation Leaders.* On February 9–10–11 of this year it sponsored the First Annual California Recreation Conference, at which over 25 subjects relating to recreation and parks were discussed in special sessions. One of the general sessions was devoted to "Mountains and Beaches," with the Director of the Department of Natural Resources, Gen. Warren T. Hannum, participating.

Florida. The Florida Park Service recently issued its Biennial Report, which contains discussions of administration, development, land acquisition, and state park use programs together with several pertinent tabulations.

Iowa. The State Conservation Commission has named a tract of 88 acres located in close proximity to Des Moines in honor of Mrs. Henry Frankel, the name to be "The Margo Frankel Woods." Additional acquisitions are contemplated to the area. It is an area in which Mrs. Frankel had much to do with the acquisition, and the Commission felt it fitting to name it after her in honor of her achievements in conservation, especially in the State of Iowa. A new entrance marker will be erected so that the public will know of its location.

Illinois. Ray Hubbs has succeeded George W. Williams as Superintendent, Division of Parks, and Memorials. Mr. Williams, who held this position for several years, resigned on February 28.

Kentucky. "Kentucky is Ready

With New Facilities for Vacation Time" is the lead article in the Spring edition of *In Kentucky*. It describes the many improvements which have been made in the state park system since last year, including the building of new vacation cabins, construction of a new dam and reservoir, and the acquisition of a whole village at Kentucky Dam State Park from the TVA. "A State Park Acquires a Collection" is the name of another interesting article describing the donation to the State of an outstanding collection of Indian artifacts, guns, pistols. old glass, and other pioneer relics, which will be housed in Blue Licks Battlefield State Park. A description of the Wolf Creek Project of the Corps of Engineers is described in the article, "Wolf Creek Dam Will Produce New Recreational Area in Kentucky," also in this issue.

Louisiana. A well-illustrated article called "The Louisiana State Park System," by William W. Wells, Assistant Director, Louisiana State Parks Commission, appears in the March issue of *Parks and Recreation.*

Maine. Governor Payne in his message to the Legislature stated, "Maine has more natural resources than are found in any other State. In these resources of forests, recreation, agriculture, minerals, and sea and shore products, we have a vast potential wealth that can mean increased employment and economic prosperity. It has been my desire over the years that Maine might adopt a progressive program of industrial and recreational development around these resources."

Massachusetts. An interesting scientific booklet, called *Geology of Rocky Woods,* by Harvey Woodburn Shimer, has recently been published. This Reservation is a state-owned area administered by the Trustees of Public Reservations.

Minnesota. A thorough discussion of recreation entitled "The Need for Play, Recreation, and Youth Participation" is included in the *Report of Governor's State Conference on Youth.* This conference, the first of its kind in Minnesota, was held last October.

An excellent booklet dealing with the economic phases of the vacation and tourist industry has been issued by the Department of Business Research and Development, called *Steps to Better Vacations in Minnesota.*

The Ninth Biennial Report of the Department of Conservation has been issued in six sections, one of which relates entirely to the Division of State Parks. This section, containing 55 pages, is an excellent presentation of subject matter, with ample use of illustrations, charts, tables, and maps to supplement the written text.

A history of the Department of Conservation, including the Division of State Parks, is contained in the March–April issue of *The Conservation Volunteer.* Another article, by Lew E. Fiero, Director, Division of State Parks, called "State Parks Beckon in May," is included in this issue.

New Mexico. Creation of a state park north of Clovis was authorized by State Senate Bill 172, accepting a 99-year easement of 3,120 acres of land from the Soil Conservation Commission to create "Running Water Draw State Park." The measure, introduced by Sen. Claude E. Gamble of Clovis, appropriates $100,000 for construction of a 40-foot dam to create a 377-acre lake. Total cost of the project is expected to be $175,000. Plans and specifications are under way, and actual construction will begin this fall. Tentative plans call for stocking the reservoir with fish, reserving some of the shoreline for waterfowl and permitting boating.

New York. Charles A. Van Arsdale, who has served as Executive Secretary-Treasurer for the Genesee State Park Commission since its inception in the mid-twenties, retired on June 1. The well-known Letchworth State Park, as well as Hamlin Beach on Lake Ontario, have been planned and developed under his guidance.

Fort Niagara, which was transferred to the State by the Federal Government in 1948 and is now administered by the Niagara Frontier State Park Commission, is the subject of an interesting article called "Old Fort Niagara, Shrine of Three Nations" in the March issue of *The Highway Magazine.* The author recounts the history of the fort and describes the stone trading post, moats, drawbridges, gun emplacements, earthworks, and other features of this historical fort. The Father Millet Cross National Monument, which is administered by the National Park Service, is located entirely within Fort Niagara and will be transferred to the State to become part of this park, if a bill introduced in the present Congress is enacted.

Chester R. Blakelock, Executive Secretary of the Long Island State Park Commission, has written a *History of the Long Island State Parks.* This is an extremely interesting description of state park activities on Long Island from 1902 when the first Commission was formed to the present time.

The Long Island State Park Commission has just released a well-illustrated booklet, called *Northern State Parkway Extension.* This was issued on the occasion of the opening of the first 5 miles of the 13-mile extension of this parkway.

Metropolitan Park Needs, a report made by the New York State Council of Parks with the cooperation of the New York City Department of Parks and the Westchester County Park Commission, was issued in March of this year. It is an up-to-date analysis of future metropolitan park needs in and adjacent to the city of New York. State parks in the Palisades and Long Island regions play a major role in these plans.

North Carolina. The March-April issue of the *North Carolina Recreation Review,* which is published by the North Carolina Recreation Society, is devoted almost entirely to state parks. These articles and features include: "North Carolina State Parks;" "Activities in Our State Parks;" "Recreation Facili-

ties—North Carolina State Parks;" and "The 1949 Camp Counselor and Leadership Training Institute."

Ohio. According to the May issue of *Ohio Conservation Bulletin,* the Legislature has just passed a law setting up a new Department of Natural Resources, with the following seven divisions: Lands and Soil; Water; Forestry, Wild Life, Geological Survey; Parks, and Beach Erosion. A Natural Resources Commission of seven members appointed by the Governor, plus the Dean of Agriculture of Ohio State University, was also created. This law will go into effect 90 days after being signed by the Governor.

The Ohio Welfare Council has issued a summary of the findings of a state-wide survey of local recreation facilities and programs, entitled *Recreation Today in Ohio.* The report states that although there are five state agencies providing some forms of recreational facilities, there is no integration or coordination of their programs. It concludes that over-all planning for a comprehensive program of parks and recreation at the state level is impossible under the circumstances.

The Ohio State Archæological and Historical Society has issued a revised pamphlet, *Ohio Landmarks,* which describes some of the areas it administers and contains a pictorial map of Ohio.

Oregon. Samuel H. Boardman, State Parks Superintendent, reports that during 1948 the state park system underwent a process of rehabilitation, with construction of new roads, bridges and parking areas; replacement of barriers, tables and fireplaces; painting of buildings and signs; clearing of trails, etc. He also mentions that "the metered electric stoves installed in Champoeg State Park have proved popular with visitors and further installations are contemplated where power is readily available. Wood, for many years the standby of the outdoor pleasure seeker, is becoming a luxury."

The State Parks Department has inaugurated a unique program of roadside conservation and improvement by obtaining several so-called "Myrtle Agreements" from property owners adjoining one of the State's scenic highways. These agreements, while not transferring the title of the land to the State, do permit the State to enter upon the property for the purpose of protecting and displaying the beauty of the Oregon Myrtles (*Umbellularia californica*). A total of 4.85 acres are now covered by these agreements.

Pennsylvania. The Department of Forests and Waters is thoroughly reorganizing its Bureau of Parks, according to the article, "Reorganization of State Recreation Facilities to Build a Sturdier People," in the March–April issue of *Pennsylvania Forests and Waters.* Thirty-four areas of varying size have now been designated as state parks and are now being administered or soon will be administered by the Bureau of Parks. Two years ago there were seven state parks, not including the five historical parks which were supervised by special commissions. These newly designated parks were

formerly state forests or state forest parks. Landscape architects, engineers, and draftsmen have been added to the staff of the Bureau to carry out its increased duties.

On April 1, Edward B. Ballard began work in Harrisburg as a principal landscape architect with the Bureau of Parks, Pennsylvania Department of Forests and Waters, planning new state park developments. Mr. Ballard had previously been Park Technician with the Division of Parks of the Kentucky Department of Conservation and had filled a temporary assignment as Park Superintendent at Cumberland Falls State Park.

Also, to facilitate administration, the State was divided into four main regions which are now in the process of being established under the supervision of Regional Park Superintendents. The article also described the many improvements planned for the various parks in the new long-range program.

Camp Daddy Allen, an organized camp operated by the Pennsylvania Society for Crippled Children and Adults, at Hickory Run State Park, is described in the Article, "Handicapped Children Enjoy Nature's Generous Endowments," in the January–February issue of *Pennsylvania Forests and Waters.*

South Carolina. The third annual Spring Laurel and Nature Festival was held at Poinsett State Park on April 30. Naturalists were busy giving talks and leading nature hikes, while Girl Scouts served as general guides to show visitors about the park.

Tennessee. B. R. Allison, Director, Division of State Parks, has written about the most popular activities available at the state parks in an article called "Parks Provide Recreation" in the March–April issue of *The Tennessee Conservationist.* "Tourists Enjoy Camping Sites," in the same issue, describes the camping facilities available in the National Forests located in Tennessee.

State Public Works in Tennessee, a report issued by the Tennessee State Planning Commission, discusses the deterioration of the buildings and other facilities in the parks due to inadequate appropriations, and the need for a biennium appropriation of over $2,000,000 to rehabilitate these areas. Word has just been received that the Division of State Parks received an appropriation of $1,500,000 for the next biennium for capital improvements.

In his message to the general assembly Governor Browning stated "In the realm of conservation, so far as funds available will permit, we vision expansion of the programs covering forestry, parks, fish and game, and full recreation facilities . . . It is not too much to hope for ample park facilities in reach of all our people, both white and colored, where, at least periodically, they can find respite from the drudgeries of life. ..."

Texas. "Seven group activities camps proposed for Texas State Parks comprise the major expenditure requested by Texas State Park Board from the current session of the state legislature," states an interesting article in the March

issue of *S-Parks*. This will be the initial step in this program for Texas since there are no group camp facilities in any of the Texas parks. The article also quotes from reports of eight other States to support the contention of the Texas State Parks Board that these facilities are urgently needed in their State.

Virginia. A history of the acquisition and development of the state parks of Virginia, together with a description of the areas and their facilities, is contained in an illustrated article in the April edition of *The Commonwealth*, called "The Virginia State Parks."

A peak in the northern part of Shenandoah National Park is now designated as Carson Mountain in honor of William E. Carson, who served as Chairman of the Virginia Conservation Commission and played a major role in the development and establishment of the Shenandoah National Park. Mr. Carson served as member of the Board of the National Conference on State Parks from 1932 to 1942.

Washington. Samuel J. Clarke, newly appointed Director of the State Parks and Recreation Commission, has announced several new state park policies, according to the *Port Angeles Evening News* of March 29. He defines a state park as "a typical portion of the State's original domain of adequate size whereby a small portion may be developed for concentrated use and the remainder reserved in a primeval condition accessible only by a system of foot trails... ." He then states that the Commission would like to transfer those state parks which do not measure up to this definition, about 30 in all, to cities, counties, and the State Land Commissioner. Other new policies include the hiring of high caliber men and calling them park superintendents rather than park caretakers, and the establishment of new rules and regulations governing visitor use of parks and facilities.

Wisconsin. C. L. Harrington, Superintendent of Forests and Parks reports the acquisition of Aztalan State Park, the site of the ancient Indian stockaded village called Aztalan (Aztalan for its probable ancestral Aztec or Mexican cultural origin), and Lost Dauphin State Park, both of which qualify for the state park system under the 1947 law (Chapter 549) because of their historical and archæological value.

"Progress Report on the Kettle Morain State Forest," an article in the March issue of *Wisconsin Conservation Bulletin*, describes the acquisition and development program of this state area. Being located close to 2,000,000 people, it is being intensively developed for outdoor recreation.

Citizen Action for Community Planning

NEWS ITEMS FROM CITIZENS ORGANIZATIONS

Allegheny Conference on Community Planning

Following the release of the second part of its study of housing and the housing market in Pittsburgh and Allegheny County, Pennsylvania, the *Allegheny Conference on Community Development*, Park H. Martin, Executive Director, reports the formation of the United Housing Council of the Allegheny Conference.

The membership of the Council, 36 in number, is drawn from individuals engaged in various phases of activity concerned with real estate, finance, construction, and community planning.

The purpose of the Council is to promote the construction of housing units for the medium and lower income groups, to maintain a record of the housing inventory, and vacancy ratio, to concern itself with housing laws and building codes, and all other matters necessary to insure an adequate supply of safe, sanitary housing.

The officers of the Council are James F. Hillman, chairman; Earl D. Hollinshead and Elliott Dunlap Smith, vice chairmen; and Marshall Stalley, secretary. Its offices will be with the Allegheny Conference, 508 Magee Building, Pittsburgh 22, Pa.

From the Citizens Planning and Housing Association of Baltimore

The *CPHA of Baltimore* has followed closely the meetings of the Planning Commission. Though the Planning Commission has advised the City Council against spot zoning, many such ordinances have, nevertheless, passed. The CPHA hopes to develop neighborhood groups and to stimulate local improvement associations to work on these cases.

The CPHA worked with *McCall's Magazine* to call a meeting of city officials and civic leaders on Yardville, U.S.A. A central committee has been set up which has picked several blocks in middle-income and slum areas. The Committee is concentrating on slum areas as part of a follow-up of the Baltimore Plan of Law Enforcement which has received nationwide publicity in *The Atlantic Monthly* and other magazines. CPHA is making an effort through the Yardville Committee and through the public schools to keep the 90 blocks cleaned up by the Health Department, clean.

Through the efforts of CPHA the Baltimore County League of Women Voters adopted county planning as a project this year. The Council of Church Women in Anne Arundel County has also adopted housing and planning as a project.

From the Women's Civic League of Baltimore

The *Annual Flower Mart* sponsored by the League was held on May 11. Always a colorful event which commands the combined

services of League members, public officials, business concerns and the Baltimore press, the Mart contributes each year a substantial sum to the expenses of the League.

As in former years, the Home Garden Committee is sponsoring a contest for spring gardens, to be judged as individual gardens of various types and block gardens, where all the back yards for a block have been gardened as a whole.

From the Buffalo and Erie County Planning Association

The Buffalo and Erie County Planning Association, through its committee on Recreation, inaugurated a project on March first called, "City-Wide Backyard Playground Contest." The purpose of the contest is to encourage fathers and older children to build standard equipment for the use of the little children in each family, *i.e.* sand box, horizontal bars, teeter-totter, playhouse, and a basketball hoop. This cooperative venture should do much to strengthen family ties, and to keep the children off the streets, thereby reducing traffic accidents.

McCall's Magazine has not only given a grand prize of $250, but also was host at a luncheon for one-hundred fifty people at Hotel Statler on April to spearhead the campaign.

The other prizes to be awarded after the judging on July 18 next, are five one-hundred-dollar U.S. Government Bonds, four twenty-five-dollar gift certificates, and one prize of twenty-five dollars in cash. These prizes have been given by the three daily newspapers, business firms, and stores specializing in play equipment.

Distribution of fifty thousand folders was made to the elementary school children, from the first through the sixth grades, and they were requested by their teachers to take these folders home and talk the matter over with their parents. The promotion in this campaign has been through the regular channels of newspaper and radio, with the additional help of the police and firemen in their respective stations. The committee has been fortunate in securing a booth for exhibit at the "Better Homes Exhibit," and has the exclusive right granted by the Mayor and Common Council to exhibit all articles of the equipment made by manual training students at the Vocational Schools, in Lafayette Square, located in the center of down town Buffalo, May 21–28.

The Buffalo and Erie County Planning Association was fortunate in being able to take advantage of President Truman's pronouncement in setting aside May 21–28, as "National Park and Recreation Week."

From the Citizens Development Committee, Cincinnati

The Cincinnati Metropolitan Master Plan in book form is now off the press, culminating four years of intensive study and planning on the part of the City Planning Commission and its staff in cooperation with governmental units in the Area, civic organizations and civic-

minded citizens. "The Master Plan is the Official Plan of the City of Cincinnati, adopted as such by the Planning Commission, November 22, 1948. That means that no public uses of land will be approved by the Commission unless they are in conformity with the Master Plan. Since private developments are subject to the zoning and platting controls of the City, these controls can be so exercised as to guide private development in conformity with the Plan." Such is the statement of Henry A. Bettman, Chairman of the Planning Commission.

The City Planning Commission has proposed a revised procedure under which the Planning Commission will prepare a priority list of projects, the City Auditor an analysis of financial possibilities, the City Capital Improvement Committee will issue a proposed five-year program, the City Council will adopt a two-year program as a capital budget and a tentative authorization of a five-year program, the Planning Commission will publish a five-year program in convenient pamphlet form, and the Joint Bond Committee will determine a bond program for city, county and schools for the next election.

The Citizens Development Committee has named four committees to assist in carrying out the 1949 program: Education, Neil McElroy, Chairman; Housing and Urban Redevelopment, Stanley M. Rowe, Chairman; Legislation, Milton H. Schmidt, Chairman; Off-Street Parking—Fred Lazarus, Jr., Chairman. These committees will work with similar committees of the City Planning Commission.

As a part of the *Clean-Up-And-Beautify Campaign* sponsored annually by the *Chamber of Commerce*, the block behind 2708–2720 Euclid Avenue, Mt. Auburn, was scheduled for a face-lifting by May 1, under the Chairmanship of Dr. Carl A. Wilzback, Commissioner of Health.

The *Citizens Development Committee* submitted a statement to the U.S. District Engineer opposing the construction of a levee along the Cincinnati waterfront of "the bottoms" now subject to floods, as not justified, and suggested that it is proper to proceed with the development of this area between Third Street and the Ohio River, as recommended by the Master Plan.

From the Citizens Regional Planning Council, Kansas City, Mo.

A 12-month survey of the local school system has just been completed by the *Emergency School Committee* of the *Citizens Regional Planning Council, Kansas City, Mo.* Recommendations covering every phase of the school problem, from revenue and budget to administration and curriculum, now are being compiled. Approximately 300 citizens working on 10 sub-committees took part in this survey.

After approximately 15 meetings of the *Survey & Research Committee of the Citizens Planning Council of Kansas City, Mo.*, a model smoke abatement ordinance was prepared and recently was passed by the City

Council. The citizens organization now is promoting the passage of this same ordinance in the two adjoining cities of Kansas City, Kansas and North Kansas City, Mo. It is believed this action will do much to cut the smoke nuisance in the area.

Plans are now being made by the *Blighted Areas Committee of the Citizens Planning Council of Kansas City, Mo.* to initiate a program similar to Philadelphia's famous "Yardville" project.

Citizen action through the *Highways & Trafficways Committee of the Citizens Planning Council of Kansas City, Kansas,* aided materially in bringing about the off-street parking lots opened in that city last summer. As a result, other similar lots are now being added.

Plans are now perfected for one of the most complete outdoor theaters in the United States to be located in *Swope Park, Kansas City, Mo.* This is one of the many projects included in the $42,000,000.00 bond issue passed last year by the citizens of that city and Jackson County. All projects and improvements in the bond issue were studied and recommended by the Citizen committees and the campaign was handled by the Citizens Regional Planning Council of Kansas City, Mo., through a special committee known as the Citizens Bond Committee.

From the Fort Wayne Civic Association, Inc.

The Citizens Council, composed of representatives from neighborhood and non-profit organizations throughout the County, who meet once a month to discuss civic projects of major importance, is supported by the Fort Wayne Civic Association, but is entirely independent in its decisions. Each member organization has the right to decide for itself. A Committee is set up by the Council to study and report on each project, after which the member organizations vote for or against such project. Until the project is approved by a majority of the member organizations no action is taken by the Citizens' Council. Upon approval the Civic Association is authorized to publicize and advocate the project.

The Rural Planning Association, under the leadership of county personnel, is working hand in hand with the city groups to make the most of Allen County's resources.

Fifty-four cities, eight towns and seventeen counties in Indiana have planning commissions, according to Paul E. Middleton, Director of the Indiana Economic Council. The occasion was the third Community Planning Institute at Turkey Run Park.

From the Regional Plan Association of New York

The Regional Plan Association is making an investigation of the trends in location of industry and in this connection has completed a study showing relative percentages of total manufacturing employment in the Region's total manufacturing.

The staff is also completing a commuting time-zone map, with detailed tables giving average com-

muting time between Manhattan terminals and all suburban stations. This is part of the continuing work of the Association in maintaining information on commuter trends and analyzing how they are affected by trends in the development of the Region.

The staff has about completed bringing up to date the Association's maps and information on recreational facilities in the Region. This, in effect, covers everything but very small local areas.

The Committee on Air Transportation Ground Traffic is continuing its study of transportation between the Region's airports and central business areas.

The staff has given talks in Stamford, Conn.; Port Chester, White Plains, Scarsdale, Peekskill, New York and Fort Salonga, N. Y.; Newark, Englewood, Ramsey, and Saddle River, N. J. as a part of the work with local civic groups and planning agencies.

Mr. C. Earle Morrow, chief planning engineer of the Regional Plan Association, has been appointed consultant to the Hackensack, N. J., Planning Board.

From the Pittsburgh Regional Planning Association

The Association issued in April a *Parking Plan Study*, prepared by Mitchell & Ritchey, Registered Architects, and George S. Richardson, Consulting Engineer. The proposal is for an underground parking garage surmounted by a park plaza and stores fronting on Smithfield Avenue, one of the four bounding streets. The garage is designed for a total capacity of 1090 car spaces, 790 of which are to be used for short-time parking and 300 for all-day parking. There will be five underground floor levels.

The Mellon family has announced a gift of $4,000,000, of which $3,500,000 is to be used for the purchase of the real estate and the remainder to be used for landscaping and development of the surface area. The A. W. Mellon Educational and Charitable Trust is giving $2,000,000 and the Sarah Mellon Scaife Foundation and the Richard King Mellon Foundation $1,000,000 each.

Mayor Lawrence has accepted the gift and legislation has been introduced into the Council with every assurance that the project will be realized.

From the Poughkeepsie Area Development Association, Inc.

The Poughkeepsie Area Development Association, a citizen-sponsored planning and research organization for Poughkeepsie, New York and the adjacent area, is currently undertaking a program of studies to serve as a basis for plans and recommendations on the following subjects: housing, traffic, zoning and school facilities. During the seven months the staff has been at work, the preliminary stages of data collection and base map preparation have been passed, a report

on the city government has been prepared and another on governmental finances begun. Attention has also been given to public relations; the regular publication of a newsletter, *Plans and Action,* is a means of keeping members acquainted with the progress of the Association's program. The main emphasis of the program is being directed toward a broad distribution of factual reports discussing existing problems, developing plans for solving them, and securing official action on the recommendations made by the Association.

From the Civic Development Council of the Rochester Chamber of Commerce

The Council submitted to the Chamber late in April its approval of a $4,000,000 bond issue to construct and equip the proposed Rochester and Monroe County War Memorial and Auditorium and expressed the hope that if the project is approved at the referendum vote on the proposed bond issue, steps will be taken for its early construction. This was signed for the Council by Robert E. Ginna, General Chairman; Harold W. Sanford, Chairman, Committee on Major Street Plan and Civic Center; and Elmer K. Smith, Chairman, Committee on Recreational Facilities.

From the Louisville Area Development Association

During the last few months, several plans of the *Louisville Area Development Association* advanced to the construction stage. These include: the first major sewer constructed by the newly created *Metropolitan Sewer District;* the "*Inner Belt*" *Expressway;* the new terminal for *Standiford Airport;* and the *first new school* in a City and County school construction program. Surveys now in progress include grade elimination, railway facilities, off-street parking and wholesale produce marketing.

In connection with a *Music Information Bureau,* the Association, in its April *Progress Page,* lists Auditorium facilities in Louisville, giving seating capacity, size of stage, address, rental authority and telephone. Thirty-five auditoria were listed, with seating capacities from 100 to 10,000.

From the San Francisco Bay Area Council, Inc.

In the *San Francisco Bay Area* are nine county and fifty city planning commissions. There is no regional planning commission and, therefore, the Bay Area Council acts as a clearing house for planning ideas on area development. This program is carried on through a Bay Area Planning Technicians Committee and has provided for increased coordination of planning activities.

For the first time in its history, a basic map of the Bay Area has been completed in cooperation with county and city planning officials.

The original map, 18 ft. x 20 ft. in size (scale—2000 ft. to 1 inch), is available in the Council offices for use by organizations and individuals. The map is prepared in 18 sections and is available to planning and civic organizations at a very reasonable price.

This map provides the basic tool for the preparation and analysis of existing land use and zoning for the Bay Area. It makes possible the development of common definitions and symbols, and provides a vehicle for a study and determination of the Area's problems of transit and transportation, including highway development, housing, schools, parks, and recreational needs, water resources, sewage disposal, and other elements essential to the preparation of a well-rounded Master Plan for the entire area.

From the General Council on Civic Needs of the St. Louis Chamber of Commerce

Shortly after the first of the year, the *St. Louis Board of Aldermen* adopted an ordinance authorizing the calling of an election to secure thirteen freeholders whose duty it would be to consider a revision or the rewriting of an entirely new charter for the City of St. Louis. The election was held on April 5, 1949. The requisites for a member of the Board of Freeholders were that the member should be a real property owner and a resident of the City for at least five years prior to the election.

For several months it appeared that no one seemed to have much interest in who was to be elected to this important Board. The General Council on Civic Needs, feeling that some interest should be stirred up to secure the best type of citizen, invited twenty-five of the outstanding citizens of St. Louis to submit their names for election. Of these twenty-five, fifteen consented to circulate petitions, which required the signatures of two hundred and fifty qualified voters.

As a result of the Council's action the entire metropolitan press and many other organizations became interested, with the result that when the election was finally held on April 5, nine of the thirteen freeholders were those who had been recommended by the General Council on Civic Needs. This Board of Freeholders will have a year in which to consider the needs of a new charter, it having been thirty-five years since the present charter was adopted, and undoubtedly the Council will from time to time make suggestions to the Board of Freeholders concerning changes which may be desirable.

From Future Springfield, Inc.

Future Springfield, Inc. (Springfield, Mass.) has recently completed an Evaluation Study of the Springfield Building Code. This governmental research and planning organization makes no attempt

to revise the code. Their purpose is to bring to light the strong features and the weaknesses of the present code with recommendations for changes. Emil J. Szendy of Cleveland, widely recognized as an authority on the subject, acted as consultant for Future Springfield. The publication of the study has aroused nation-wide interest in this problem which faces so many cities, and the library of the organization has been busy replying to requests for copies from individuals and groups who are seeking a method of approaching their own building code problems.

From the Southern California Planning Congress

This organization is open to members of planning commissions and their employees and governing bodies, civic organizations, and all other individuals interested in the problems of planning and development of Southern California cities and counties. The January meeting covered a wide range of questions having to do with the conduct of a planning commission; the February meeting presented Problems in Planning for Industry; the March meeting discussed the Need for Clarification of the Present Planning Act and Map Act; and the April meeting was devoted to Shopping Centers.

The Anaheim Chamber of Commerce sponsored Civic Progress Week, April 25–29, 1949, with a day each for Fellowship; Industry; Retail Merchants; Community Planning; and Youth, Recreation and Education. The Anaheim Planning Commission, the Anaheim City Council and the Anaheim Realty Board sponsored the Community Planning Day. In a morning session at the Elks Club, the question was asked: "Is Southern California Meeting the Challenge its Phenomenal Growth Deserves?" First Measures Imperative to Protection of the Home were presented and discussed, and then came Economical Efficient, Rapid Transportation Southland's Monumental and Unsolved Task.

From the Passaic-Bergen Community Planning Association, Inc.

The first local *Citizens Council* devoted to the redevelopment of its neighborhood was formed here on the Eastside early in May under the sponsorship of the Passaic-Bergen Community Planning Association, Inc. The Council was organized at a public meeting of some two hundred representative citizens of the neighborhood who heard addresses by spokesmen of churches, industry, labor, social service agencies, the merchants' association and the veterans. The gathering assumed the full flavor of an old-fashioned town meeting when local residents took the floor to voice their questions and comments.

The meeting was called by Albert F. Metz, president of the planning association and President of The Okonite Company, an insulated cable manufacturing concern located adjacent to the Eastside area. It was presided over by District Court Judge Stanley J. Polack, who described himself as "an old Eastsider." Following the adoption of

a motion to establish a Committee on Nominations and Organization, Judge Polack named ten local residents, representative of the various participating groups.

Discussion from the floor revolved mainly around the problem of what provision would be made for tenants of sub-standard dwellings marked for demolition to make way for new housing units. Isadore Candeub, director of the association's Passaic office, explained that the first unit could be constructed on vacant land, possibly in the local park. It would provide sufficient space for the occupants of the first block of buildings to be razed.

The Passaic-Bergen Community Planning Association is a non-profit organization formed a year ago by public-spirited citizens concerned with the problems that confront local industry, business, tax-payers and tenants as a consequence of unbalanced development and urban deterioration. It emphasizes as its two main objectives (1) the stimulation of local citizens' action in community planning and (2) the provision of fact-finding and planning services through its technical staff. It has adopted as its motto: "Helping the community to help itself." Its work is under the direction of Robert Burlingham, formerly in charge of state planning for New Jersey.

Mr. A. F. Metz of the Okonite Company in Passaic is the Association's President. Miss Grace Harris has been employed as the Association's Director of Community Organization; and Mrs. Edna Howe Kuser, Executive Director of the New Jersey Citizens Conference, is acting as consultant to the community organization program on a two-day a week basis. The Association has attracted attention among citizens' and planning groups in New Jersey for three major reasons: (a) It is probably one of the first planning associations in a large industrial community to employ a full-time, paid staff person for the purpose of working out a broad citizens' program; (b) The Association's approach, based on the belief that many municipal boundaries are artificial and that many problems transcend those boundaries, centers around the needs of a large industrial area which includes the municipalities of Clifton, Passaic, Garfield, Lodi, and Wallington; (c) The Association has the wide support of business leaders in the area.

From the Citizens Advisory Board on the Plan of the National Capital and Environs, D. C.

The Board, consisting of delegates from some seventy-five District organizations, has set up twelve committees, corresponding roughly with the chapters in the Comprehensive Plan Report which is being prepared by the staff of the Commission, with Harland Bartholomew and Associates acting as consultants. The chapters in tentative form are submitted to the committees for criticism and comment. Committees have met and submitted reports on Population; General Land Use Pat-

tern and Zoning, Housing; Urban Redevelopment; Parks and Recreation; Schools and Libraries; Universities; Hospitals and Other Institutions. There is an item in Congress in the pending appropriation bill for Independent Offices to provide funds for publication of the Comprehensive Plan.

From the Committee of 100 on the Federal City of the APCA, Washington, D. C.

The Committee, in cooperation with the Joint Committee on the National Capital, arranged the dinner on January 27, which was addressed by General Grant, then Chairman of the National Capital Park and Planning Commission. The outline of the comprehensive plan for the National Capital Region was printed in full in the January PLANNING AND CIVIC COMMENT, together with illustrating graphs and pictures.

The Committee continues its educational program to stress the Federal responsibility for the Federal City.

From the Committee for Kentucky

In *Somerset*, the county seat of Pulaski, the Committee for Kentucky staged a novel experiment—Community Week. This may be the first of community weeks in some 87 towns. Harry W. Schacter, Louisville merchant and Committee President, was featured at a mass meeting to inaugurate the plan. The Committee furnished speakers for a long list of local organizations. The sponsors for the Community Night meeting which climaxed the Week's activities included representatives from all civic groups. With everybody working for a better community, Somerset expects to present a good report next year.

The Committee for the City and County of Henderson was the first community organization formed under the auspices of The Committee for Kentucky. The Henderson organization combines more than 60 clubs and civic groups of the city and county into one organization to work for community and state betterment. Like the parent organization, the Committee for Kentucky, the Henderson Committee was at first a fact-finding body. Funds are raised through dues of member organizations, through individual membership contributions, and through solicitation of funds in the community. The Committee will endeavor to see that the community needs of the region are met.

Under the sponsorship of the *Murray and Calloway County Chamber of Commerce*, in cooperation with Murray State College and civic clubs and organizations of the Murray community, the entire week of March 21 was dedicated to the study and planning of community improvement. The purpose of Community Week was "to bring about a better understanding by more people of the total community and to arouse the average citizen to take a more active interest in the

planning and improvement of the community; to arouse more people to a better appreciation of the activities and programs of the many interests that go to make up the total community."

The *Committee for Kentucky* also has issued a blueprint for a better State, which was published in *The Courier-Journal.* There are more than a dozen committees.

From the New Jersey Citizens Conference, Inc.

At the state level, the Conference announces two institutes during the late summer and early fall, the first at Glassboro State Teachers College—August 12–14, with the theme "New Jersey's Common Stake," and the second in the *Newark Evening News* Auditorium, in cooperation with the *Newark Evening News* on October 20, with attention centered on metropolitan planning. The Citizens Conference on May 8–15 acted as host for a group of five German women who have been sent to this country by the American Military Government to study citizens' councils and community activities. The Citizens Conference is setting up a Speakers' Bureau and news bulletin.

At the community level. The *Ramsey Journal* recently (March 31, 1949) carried a front-page headline: "Citizens' Advisory Group Is Formed To Aid Plan Board." This was the result of some very careful groundwork by persons who felt that a Citizens' Advisory Committee is needed to act as a sounding board of public opinion for the Planning Board and which may eventually grow into a broadly representative citizens' council to consider all angles of community development. Mr. Andrew Sutherland, a member of the Planning Board, stressed the fact that service on the Ramsey Citizens Committee is one of the highest honors to be bestowed on a resident of the community. Mr. Sutherland himself has given a considerable amount of time, study, and thought to the formation of the Advisory Citizens' Committee. The *Ramsey Journal* termed the meeting at which the advisory group was formally organized as "most successful from every standpoint." Interest in the new project was high, and an earnest intent to be of service to their community was manifested by all those present.

The Ewing Township School Planning Council of which Mrs. Marc P. Dowdell is Chairman, a subcommittee of the Ewing Township Inter-Organization Council, is making a far-sighted study of the community's educational needs, including population trends, finances, staff, plant, health, educational objectives and other items related to the educational system. Mr. George A. McVicker, Chairman of the School Enrollment Committee of the group, recently presented his report which indicates larger school enrollment which will entail additional facilities and staff if the school population is to be cared for.

From the Community Planning Association of Canada

Quebec. Spokesmen on every side have endorsed the new metropolitan planning authority for the Quebec City area. Traffic and parking in the central district and new subdivisions in outlying parts are especially in need of better direction. A body of property owners has asked for greater freedom in the location of multiple-family dwellings when zoning by-laws are being drafted. A larger technical staff of planners is wanted by the Quebec City Branch of CPAC, which is also turning attention to the possibility of incorporating community planning in school and university studies.

Halifax. There is growing interest here in planning problems facing county and municipal governments. The Halifax Branch of CPAC has much to do with this interest, and recently sponsored a showing of films to secure greater parking facilities in the central area.

Toronto. The Civic Advisory Committee is studying metropolitan land-use problems, yet some press for the absorption of suburban municipalities within the city limits.

Edmonton. Controversy has developed over the location of a Federal public building in relation to the proposed civic center. Related to this are the projects for a new hotel, a four-million-dollar addition to the Macdonald, and the provision of off-street parking and loading space to obviate congestion.

Montreal. McGill's extension course "Our City" concluded with lectures by William Bovey, Member of the Legislative Council of Quebec, and Lewis Mumford, distinguished author.

Winnipeg. Citizen interest is as evident as official activity; the referendum on a new collegiate site on St. Mary's Road brought annonymous protests in St. Vital; the Champlain Community Club objected to the designation of adjoining park land in St. Boniface for housing; Sir Sam Steel Home and School Association prepared to fight the location by the City of a "mountain of refuse" in Elmdale.

Members Meet in San Francisco

(Concluded from page 21)

Planning Commission; Cyril McC. Henderson and Frank D. Fargo, of the Modesto Planning Commission; Frank E. Marsh of the San Francisco Bay Area Council; Chester Winningstad; Herbert Maier and George L. Collins of Region IV, National Park Service; Mr. and Mrs. Tilton, besides Professor Kent and Associates from the University of California, Marybeth Branaman, Elton R. Andrews, Howard Lapin, and Robert Parlett, students from University of California, Paul Oppermann and Harlean James.

Watch Service Report

National Parks

S. 292 (Brewster) introduced Jan. 10. Establishes the St. Croix National Monument, in the State of Maine, in commemoration of the first French settlement in America. St. Croix Island is located in the St. Croix River, which forms the boundary between the State of Maine and New Brunswick, Canada. Passed Senate May 6.

H. R. 3440 (Hill) introduced Mar. 10. Relates to the addition of lands in Rocky Mountain National Park, Colorado. Passed House May 2.

H. R. 4026 (Fellows) introduced April 5. Relates to the exchanges of certain private and Federal properties within the authorized boundaries of Acadia National Park. Passed House May 2. Companion Bill to S. 1386.

H. R. 4029 (Peterson) introduced April 5. Relates to procurement of lands in Everglades National Park. Passed House April 13.

S. 1714 (O'Mahoney) introduced April 27. Provides for the operation of the recreational facilities within the Catoctin Recreational Demonstration Area, near Thurmont, Maryland, by the Secretary of the Interior through the National Park Service. Area is to be known as Catoctin Park. Referred to Committee on Interior and Insular Affairs.

S. 1649 (Humphrey) introduced April 20. Authorizes not exceeding $250,000 to be used by the Department of the Interior, through the National Park Service, and by the Federal Works Agency, through the Public Roads Administration, to make a joint survey of a route for a national parkway, to be known as the "Mississippi River Parkway." Passed House April 4.

S. 1583 (Hendrickson) introduced April 14. Provides for the establishment of the "Island Beach National Monument," in the State of New Jersey, lying generally along Barnegat Bay, total area not to exceed 13,500 acres. Referred to Committee on Interior and Insular Affairs.

H. R. 4116 (Phillips, Calif.) introduced April 8. Reduces and revises the boundaries of the Joshua Tree National Monument in the State of California, established by Proclamation No. 2193 of August 10, 1936. The bill authorizes the President to further reduce the area should it be deemed advisable and authorizes the acquisition of privately owned lands within the boundaries of the Monument. Referred to the House Committee on Public Lands.

H. R. 4117 (White, Calif.) introduced April 8. Removes the present restriction relating to the granting of privileges within Kings' Canyon National Park, California, in order that privileges hereafter granted may be consistent with those granted in other areas of the National Park System. Referred to House Committee on Public Lands.

H. R. 4671 (Peterson) introduced May 12. To further the policy enunciated in the Antiquities Act and to facilitate public participation in the preservation of sites, buildings and objects of national significance or interest and providing a national trust for historic preservation. Referred to the Committee on Public Lands.

H. R. 892 (Peterson) introduced January 5. To authorize the establishment of a Federal Interagency Committee on Recreation. Referred to the Committee on Public Lands.

District of Columbia

S. 1527 (Kefauver, Hendrickson, Hunt, McCarthy, McGrath, Miller, Neely, Schoeppel and Mrs. Smith) introduced April 7. A bill to provide for Home Rule in the District of Columbia. Referred to the Committee on the District of Columbia. Supersedes S. 1365 of Mar. 23. Reported out of Committee on April 19, passed Senate May 31.

H. J. Res. 200 (Mrs. Norton) introduced Mar. 22. To authorize the National Capital Sesquicentennial Commission to proceed with plans for the celebration and commemoration of the one hundred and fiftieth anniversary of the establishment of the seat of the Federal Government in the District of Columbia. This authorizes

the Commission to carry out the plans to commemorate the establishment of the Federal Government in the District of Columbia in the year 1800 in accordance with a Joint Resolution approved July 18, 1947. An appropriation of $2,000,000 has been voted by the Senate, to be approved in conference.

H. R. 4274 (Davis, Tenn.) introduced April 14. Authorizing the erection of a memorial fountain to Pierre Charles L'Enfant in the city of Washington. Referred to the Committee on House Administration.

H. R. 4476 (Sasscer) introduced May 2. A bill to provide for a commission to determine the need for coordinated regional planning and action in the metropolitan area of the District of Columbia with respect to tax legislation and other matters. Referred to the Committee on the District of Columbia. The Bill may be amended to apply only to administrative matters in view of the McMillan Bill introduced May 24.

S 1931 (McGrath)-H R. 4848 (McMillan) introduced May 24 and 25. A bill to amend the act of June 6, 1924 as amended, relating to the National Capital Park and Planning Commission. Referred to the Committee on the District of Columbia. This bill would change the name of the Commission to the National Capital Planning Commission, would provide that the Federal Government pay all the expenses. The Bill provides that the President of the U. S. shall appoint 5 eminent citizens well qualified and experienced in city planning, one of whom shall be a resident of the District of Columbia and 3 eminent citizens, one each to be nominated by the Governors of Maryland and Virginia and the D. C. Commissioners. Fifteen members in all. The Commission would function in the entire metropolitan region but plans would be adopted by the appropriate administrative agencies. The bill is in line with the recommendations of the Federal Bureau of the Budget, based on a two-year study of Commission operations.

Valley Authorities

S. 64 (Maybank and Russell) introduced Jan. 5. To establish a Savannah Valley Authority to provide for unified water control and resource development in the basin of the Savannah River in the interest of the control and prevention of floods, the promotion of navigation, and the strengthening of national defense. Referred to Committee on Public Works.

H. R. 4228 (Furcolo) introduced April 13. To establish a Connecticut Valley Authority to provide for unified water control and resource development on the Connecticut River, its tributaries and watershed; to prevent floods, encourage agriculture, stimulate industrial expansion, develop low-cost hydroelectric power, promote navigation, increase recreational possibilities, protect wildlife. Referred to the Committee on Public Works. Provides for a Board of three directors, appointed by the President. Members of the Board of Directors shall be citizens of the United States and at least two shall have had legal residence within the Connecticut Valley region for a period of not less than five years prior to appointment. Salary is to be at the rate of $15,000 a year for each member of the Board.

H. R. 4286 (Mitchell) introduced April 14. To reorganize and consolidate certain Federal functions and thereby secure their more effective administration by establishing a Columbia Valley Administration to assist in the achievement of unified water control and resource conservation and development on the Columbia River, its tributaries and the surrounding lands. Referred to the Committee on Public Works. Management is to be vested in three full-time Directors, who shall be appointed by the President. Each Director shall receive a salary at the rate of $17,500 a year. "All members of the Boards shall be persons who profess a belief in the feasibility and wisdom of this Act", states the bill. H. R. 4287 (Jackson of Wash.) introduced April 14. Similar to above bill.

State Parks

H. R. 4403 (Peterson) introduced April 27. To facilitate the administration by the Secretary of the Interior, in cooperation with other Federal, State and local agencies of the recreational uses of lands and waters within reclamation, flood-control, power and

other Federal reservoir projects. Referred to the House Committee on Public Lands. This bill is of vital concern to the National Park Service in connection with its reservoir development and management program, and also of vital interest to the States in which Bureau of Reclamation reservoirs are located.

H. R. 2026 (Kelley) introduced Jan. 31. To authorize the Federal Security Administrator to assist the States in the development of community recreation programs for the people of the U. S. Hearings were held June 1 to 9. Since the bill was introduced the report on Recreation under the Hoover Task Force on Public Welfare, prepared by the Brookings Institution has been issued. The Report contains no recommendation for a new Federal Recreation Bureau. It lists the 14 Federal agencies concerned with recreation in addition to the Federal Inter-Agency Committee on Recreation and recommends that the Inter-Agency Committee be continued either under the Bureau of the Budget or a new overall agency under the President. The National Recreation Association and the National Conference on State Parks appeared in opposition.

Housing

S. 1070—H. R. 4009 (Spence) introduced Feb. 25 and April 4. To establish a national housing objective and the policy to be followed in the attainment thereof, to provide Federal-aid to assist slum clearance projects and low-rent public housing projects initiated by local agencies, to provide for financial assistance by the Secretary of Agriculture for farm housing. Referred to the Committee on Banking and Currency. The Senate passed the bill, 57 to 13, April 21. The bill provides for the construction of 810,000 public housing units during the next six years at an average of 135,000 a year, although the President may step this up to 200,000. It authorizes $1.5 billion in loans and grants for slum clearance and $325 million in subsidies and loans for repair and building on farms. The House concluded public hearings on their Bill on May 9. The Bill is now in the Rules Committee of the House.

H. R. 2440 (Monroney) introduced Feb. 7. To authorize the sale of suburban resettlement projects known as Greenbelt, Md.; Greendale, Wis.; and Greenhills, Ohio. House agreed to Senate amendment, allowing limited-profit corporations to participate, thus clearing the bill for Presidential action.

IN MEMORIAM

MARY A. LINDSLEY

Miss Lindsley, long a member of the American Planning and Civic Association, died at her home in Morristown, N. J. on May 21. A graduate of Pratt Institute in Brooklyn, she began her career as a dietician at Cook County Hospital, Chicago. In World War I, she served overseas as a dietician with the British Expeditionary Forces and on her return became manager of the food department of the Government Hotels for Women in Washington D. C. She was manager of the Dodge Hotel in Washington from 1919 to 1936. In 1937 she became manager of the Williamsburg Inn at Williamsburg, Va. During World War II she taught at American University through the American Red Cross and trained the men and women who were selected to operate overseas clubs. She was active in the DAR and the Zonta Club. In recent years she gave many illustrated lectures on home economics and the Williamsburg Restoration.

FERDINAND THUN

1866-1949

Co-founder of one of the world's greatest textile empires, the Wyomissing Industries, Mr. Thun died on March 25, at his home in suburban Wyomissing. A native of Germany, he had been a member of the American Planning and Civic Association since 1913. His many benefactions include the gift of 30 acres to Reading, Pa., for the Reading Public Museum and Art Gallery. Interested in towns plans, he exerted a potent influence as President of the Wyomissing Borough Council.

HOWARD S. BRAUCHER

1881-1949

The death of Howard S. Braucher occurred on May 22 in New York in his 68th year. Long a pioneer worker for playgrounds and recreation in America and President of the National Recreation Association, he was for almost exactly forty years the Chief Executive of the Association, first called the Playground Association of America.

A graduate of Cornell University, he entered Union Theological Seminary but gave up the study of the ministry to enter social work. Through his work with the National Recreation Association, he became famous as an advocate of healthy, free recreation for both children and adults. He believed that recreation was one of the main diversions of life and that the movement should work through the major institutions of church, home, school, city, state and Federal government, and labor and business groups, rather than be a matter of providing facilities only.

He served as Editor of the magazine, *Recreation*, from 1910 to the present. The Association, under his leadership, developed into one of the most important social and educational movements in America.

BESSIE J. KIBBEY

A life member of the American Planning and Civic Association and a member of the Committee of 100 on the Federal City, Miss Kibbey had long been associated with the civic and charitable movements in the Capital. Her death occurred in Washington D. C. on May 21.

HORACE BROWN

1876-1949

The death of Horace Brown of Springfield, Vermont, at the age of 72, occurred in Grand Central Station, New York, on April 15, as he was preparing to leave for Bermuda. A widely known artist, he had been active in the Vermont Association for Billboard Restriction.

We note with regret the death of two life members, Charles W. Burton, of Detroit, Michigan and Mrs. John Claflin of New York, N. Y., also the death of Charles L. Borst of Milwaukee, a member since 1932, and Miss Betsey B. Davis of Pearl River, N. Y. a member since 1906.

As we go to press, news is received of the death of Jay Downer of New York, who died on May 30 in New Rochelle. Formerly a member of the Board of Directors of the American Planning and Civic Association, Mr. Downer has been ill for a long time. In the next issue of PLANNING AND CIVIC COMMENT, a tribute to Mr. Downer written by Mr. Horace M. Albright, will be published.

The death of A. P. Giannini, also a former member of the Board of Directors, occured on June 3. A tribute to him will be included in our next issue.

Recent Publications

Compiled by NANCY L. BUNN, Assistant Librarian, Rotch Library, School of Architecture and Planning, M. I. T.

American Institute of Architects, New York chapter. EAST MIDTOWN MANHATTAN. A COMPREHENSIVE PLAN FOR DEVELOPMENT. New York, A.I.A. [1949] 35p. photos, diagrs. mimeo.

The construction of the United Nations buildings, as well as an expanding fashionable business district, makes it necessary that the entire area of East Midtown Manhattan be replanned. In urging the city to make a broad approach to the problem, which shall consider both the district and the city as a whole, the A.I.A.'s Committee on Civic Design has presented a concrete guiding plan which includes an east-west artery to link this territory with the Grand Central district.

Carver, Humphrey. HOUSES FOR CANADIANS. Toronto, University of Toronto press, 1949. 170p. tabs. $2.50.

Believing that a discussion of housing tends to become academic unless based on an actual situation, Mr. Carver presents in this book his three-year study of housing with Toronto as the center. However, the general conclusions drawn from this analysis of why the housing problem exists, what is to be done about it and by whom, are certainly applicable to other housing situations.

Jamison, Judith. COORDINATED PUBLIC PLANNING IN THE LOS ANGELES REGION. Los Angeles, Bureau of Governmental Research, University of California, 1948. 198p. table, map. $1.00.

Early in its rapid growth into one of the greatest metropolitan centers of the world, Los Angeles developed an official planning system which was necessary for the intelligent development and expansion of the city and its outlying areas. This study is an evaluation of the administrative experience in coordinating public planning processes; it is based on personal interviews, observations and official files and records of the six counties and most of the smaller towns within the region. An exhaustive bibliography of planning publications in the Los Angeles metropolitan area rounds out this very complete project.

LeCorbusier. CONCERNING TOWN PLANNING. . . New Haven, Yale univ. press, 1948. 127p. illus. $2.75.

Writing in his inimitable style and interspersing many of his own drawings, LeCorbusier, by answering several challenging questions, discusses town planning principles of the past and present and endeavors to explain the meaning that the science of town planning could have for the world.

Sharp, Thomas. NEWER SARUM: A PLAN FOR SALISBURY. London, The Architectural press, [1949] 83p. il. maps, plans. 10/5d.

Dominated by the immense cathedral spire, the city of Salisbury is characterized by the many small cottages, taverns, churches and homes of very early periods. Though its seven hundred years of free development and resulting building density make it exceptionally difficult to redevelop, Mr. Sharp undertakes to answer the challenge of planning a new Sarum without

damaging the ancient character of the old. The photographs give the flavor of the old city while the clear, colorful maps indicate the proposed changes.

STUDIES OF WEAVING AND MERGING TRAFFIC, A SYMPOSIUM. [New Haven, Yale univ. press] 1948. 143p. pls. maps, tabs. diagrs.

The three graduate students of the Bureau of Highway Traffic, whose theses comprise this symposium, are concerned with measuring the amount of time necessary for the merging of one stream of traffic into another. Mr. Wynn specifically studies the weaving movement of vehicles overtaking others on a multiple-lane one-way road, while Mr. Gourlay deals with the merging of entering traffic into moving traffic streams at both stop and non-stop locations. Mr. Strickland investigates merging in traffic circles and compares the resulting time gap evaluations of the three studies. Their findings should be valuable in achieving better road design and operation.

U. S. International Labor Office. HOUSING AND EMPLOYMENT. Washington, I.L.O. 1948. 147p. 75c.

The I.L.O., an international and democratic organization whose purpose is to promote social justice in all parts of the world, explains the contribution of housing to the achievement of rising standards of living and a stable level of employment. Taking the form of an analysis of economic relationships and their consequences, the study defines the greatest problems of housing as being the achievement of a stability of employment in the building industry, the reduction of costs and the payment of housing subsidies. The issue of public planning as a supplement to private enterprise is brought to focus.

Yokley, E. C. ZONING LAW AND PRACTICE. Charlottesville, Va., Michie Co., 1948. 514p. $12.00.

Written in a non-technical style, this book brings together most aspects of basic and recent zoning legislation and application. Mr. Yokley, an expert in the legal field, makes a well-balanced and sound approach to the zoning question, exemplifying his text with specific cases and decisions.

Young, J. Nelson. AIRPORT ZONING. Urbana, Ill., Univ. of Illinois, Institute of Aeronautics, 1948. 76p. fold. map.

Comprehensive zoning ordinances have been adopted for the welfare of the community. This should be no less true for airport zoning ordinances which are needed primarily to prohibit physical hazards and to prevent legal obstructions imposed by nearby property owners. The author considers problems of legislation and of zoning and regional planning. Using the Model Ordinance prepared by the National Institute of Municipal Law Officers, he compares various established airport zoning ordinances and makes some proposals for ordinance provisions.

Reports Etc.

Chicago, Land Clearance Commission. DEVELOPMENT PROJECT NUMBER ONE. Chicago, the Commission, 1949. 56p. il. maps, diagrs.

Cincinnati Planning Commission. THE CINCINNATI METROPOLITAN MASTER PLAN AND THE OFFICIAL CITY PLAN. Cincinnati, 1948. 187p. port. maps, plans. $5.00.

Los Angeles, City Planning Commission. BLIGHT: THE PROBLEM THE REMEDY. Los Angeles, the Commission, 1948. 31p. mimeo.

Maryland-National Capital Park and Planning Commission. ZONING ORDINANCE FOR THE MARYLAND-WASHINGTON REGIONAL DISTRICTS. Hyattsville, Md., the Commission, 1948. 121p.

Massachusetts. Special commission established to investigate and study certain problems of education in the commonwealth. FINAL REPORT. House no. 2300.

Philadelphia, City Planning Commission. RECOMMENDED PROGRAM OF PUBLIC IMPROVEMENTS 1949 THROUGH 1954. Philadelphia, the Commission, 1948. Unp. maps, photos, tabs.

Plymouth, Mass. Special Survey and Coordinating Committee. THE PLYMOUTH COMPACT OF 1949; A GUIDE-BOOK TO PLYMOUTH'S FUTURE. Plymouth, Mass., the Committee, 1949. 74p. il. photos, diagrs.

Providence, R.I., Plan commission. FOR PROVIDENCE, A NEW ZONING ORDINANCE. Providence, the Commission, 1948. 79p. maps, charts, diagrs., photos.

Public Affairs Institution. BIG MISSOURI: HOPE OF OUR WEST. Washington, D.C., Public Affairs Institute, 1948. 57p.

Souder, Rexford. POPULATION TRENDS AND SCHOOL FACILITY NEEDS IN BROOKLINE, MASS. Brookline, Mass. [School Committee], 1948. 110p. maps, tabs., diagrs.

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President Harry S. Truman,
at a dinner given by the
National Planning Association,
Washington D. C.
on February 1, 1949.

Planning and Civic Comment

Successor to: City Planning, Civic Comment, State Recreation

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Planning and Civic Comment

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Planning Education in the Universities of the United States

It was not so many years ago that Harvard University was the only college in the United States giving courses to train professional planners. Many universities now give city and regional planning courses in connection with other professional training—architecture, landscape architecture and civil engineering. A growing number award degrees—Bachelor's, Master's and Doctor's—in city and regional planning. A few provide cultural courses in planning for students in the designing professions and in the social and economic sciences as well as for students of government. A very few offer lectures for adult education in planning. It may be at this time that we are turning out nearly enough professional planners to fill the demand, but it is clear that *we are falling far short of providing informational and cultural courses to university students in general so that they may become intelligent citizens in relation to proposed plans for their communities.* With the information in hand it is even more difficult for citizens to evaluate proposed regional and national plans. As for extension lectures and courses for the general public, we have not yet scratched the surface.

We summarize here the situation in seventeen universities as of the college year 1948–49. The information was secured by Philip H. Elwood, Head of the Department of Landscape Architecture at Iowa State College. Mr. Elwood is a Member of the Board of the APCA and as Chairman of the Round Table on Planning Education for Citizens at several recent Conferences, he has conducted lively discussions. See AMERICAN PLANNING AND CIVIC ANNUALS for 1946–47 and for 1947–48. For account of Round Table conducted by Professor H. O. Whittemore, Chairman of Department of Landscape Architecture, University of Michigan, at the Oklahoma City Conference see ANNUAL for 1949.

Not all of the universities reported on text books. Of those who did, Howard Menhinnick's *Local Planning Administration,* issued by the International City Managers Association, was mentioned most often. Others listed include: Thomas Adams, *Outline of Town and City Planning;* Russell Black's *Planning for the Small American City,* issued by the Public Administration Clearing House; Churchill's *The City is the People;* Harold Lewis's *Planning for the Modern City;* Mumford's *Culture of Cities;* F. J. Osborn's *Greenbelt Cities;* Segoe's *City Planning;* Sert's *Can Our Cities Survive?;* Walker's *Planning Function in Urban Government.*

University of California offers undergraduate and graduate courses in the Department of City and Regional Planning, leading to Master in City Planning (before the Regents for approval). In 1948–49 for three courses in architecture there were 35, 130 and 35 students; in landscape design 33 students, in economics 40, in two courses in political science 94 and 16, and for one course in city planning 9. Supplementary courses are given to students studying for other professions and refresher courses are also offered. Planning courses are offered in architecture, landscape design, economics, political science and graduate courses in city and regional planning, as a part of the two-year graduate curriculum now being developed in the new Department of City and Regional Planning, leading to the professional degree, Master in City Planning. The faculty consists of Howard Moise, Professor of Architecture; L. Deming Tilton, Lecturer in Political Science and Architecture; H. Leland Vaughan, Associate Professor in Landscape Design; Robert N. Royston, Assistant Professor of Landscape Design; Carl Landauer, Professor of Economics; Samuel C. May, Professor of Political Science and Director of the Bureau of Public Administration and T. J. Kent, Jr., Associate Professor of City and Regional Planning. The University Extension offers City and Regional Planning by Francis Violich, Senior City Planner, San Francisco Department of City Planning.

University of Chicago offers undergraduate and graduate courses leading to M.A. and Ph.D. in Planning. Thirty-two students are enrolled in the planning program. About three-fourths expect to become professional planners. Perhaps 30 or 40 students are taking planning courses outside the program. Courses are given in Physical Planning and Design; History and Theory, Goals, Materials and Natural Resources for World, National, Regional and Rural Planning; Planning Law and Administration Planning Budgets; Public Works and Social and Economic Accounting. There is a faculty of eight, including Professors Tugwell, Myerson, Innis, Banfield, Margolis, Branch, Ludlow and Perloff. One downtown course in adult education is given.

Columbia University offers undergraduate and graduate courses leading to M.S. in Planning and Housing. Ten students are enrolled for the M.S. degree and at least 100 in several planning courses leading to other degrees. Perhaps 25 were taking the courses as cultural background. Undergraduate courses are given in planning and housing design in architecture. Graduate courses—about 12 with *complete emphasis* on various phases of planning and housing, and 27 *related* to planning and housing. The faculty consists of J. Marshall Miller, Associate Professor in Planning and Housing; Frederick P. Clark and Hugh R. Pomeroy, Lecturers in Planning, Robert B. Mitchell, Research Professor in Urban Land Use and Housing; Dr. Kingsley Davis, Associate Professor of Sociology; Seymour Melman, Instructor in Industrial Engineering; Dr. Leo Grebler, Research Professor in Urban Land Use and Housing; Ernest W. Williams, Jr., Lecturer in Transportation; Henry S. Churchill, Associate in Planning; Talbot Hamlin, Professor of Architecture, and other guest lecturers from the University and professional and business leaders. Several refresher courses are offered in the late afternoon and evening. The University sponsors a number of special conferences and lectures in the general planning field—most open to the public without cost. A Conference on Community Planning in April was attended by some 200 professionals in various contributing fields to community planning. Annually about four evening discussions are sponsored in connection with planning exhibits.

Cornell University offers undergraduate and graduate courses in city planning, design and research in the College of Architecture, leading to Master of Regional Planning for specialization at graduate level. About 80 individual students took courses. About nine graduate students, plus some under-

graduates who have not yet begun to specialize, expect to become professional planners. About 30 or 40 students are enrolled for courses supplementary to other professions. Some students are taking planning courses as cultural background. Planning courses are offered in the Department of City and Regional Planning and in the College of Architecture. Related courses are given in other branches of the University. No refresher courses for planners, nor cultural courses for students. The faculty consists of—Thomas W. Mackesey, Professor of Regional Planning and Assistant Dean; Frederick W. Edmundson, Assistant Professor of Landscape Architecture; and John W. Reps, Lecturer in City Planning.

University of Denver offers undergraduate courses in Architecture and Planning leading to a Bachelor's degree in Architecture and Planning. Courses are given in the history and theory of architecture and planning for two years, to be followed by options, one of which is Physical Planning. All students are required to take a course in Urban Sociology in the third year, two courses in government the same year and three courses in planning in the fourth year. The faculty includes Carl Feiss, Director; Dr. Albert H. Rosenthal, Department of Public Administration. The Student Association prepared an exhibit on planning which was shown at the City Hall, as a part of a planning week which it stimulated at a large meeting at one of the high schools.

Harvard University offers graduate courses in Planning, leading to Bachelor in City Planning, Master in City Planning, Master in Regional Planning and Ph.D. in Regional Planning. About 35 students are candidates for professional degrees. About 110 graduates and undergraduates in other fields are taking planning courses. Planning courses are offered in the Department of Regional Planning, covering history of civic design; highways, water supply and sewerage; planning and housing; planning legislation; and city and regional planning; also courses in architecture, landscape architecture and public administration. The Department of Regional Planning in the Graduate School of Design recently adopted a new program of training in regional planning in cooperation with the Graduate School of Public Administration, in recognition of the importance of planning in the development of river basins and other geographical areas, and the need for training personnel in this field. Three-year courses lead to the degree of Master in Regional Planning and Master in Public Administration. Council for the Department of Regional Planning for the School of Design, consists of—George Holmes Perkins, Professor of Regional Planning; Walter Gropius, Professor of Architecture; Martin Wagner, Associate Professor of Regional Planning; Morris Bryan Lambie, Professor of Government; Joseph Hudnut, Professor of Architecture and Dean of the Faculty of Design; Derwent Stainthorpe Whittelsey, Professor of Geography; John Merriman Gaus, Professor of Government; Carl Joachim Friedrich, Professor of Government; Seymour Edwin Harris, Professor of Economics; Talcott Parsons, Professor of Sociology; Charles Cortez Abbott, Professor of Business Economics; Edward Louis Ullman, Professor of Regional Planning. In addition to the above, Catherine Bauer, Lecturer on Housing, and William Lindus Cody Wheaton, Lecturer on Regional Planning.

University of Illinois offers undergraduate and graduate courses leading to M.S. in City Planning. About 40–50 students are enrolled for each of the regional and city planning undergraduate courses and 5 or 6 students in the graduate work (authorized a year ago). Some of the planning courses are given in the Department of Landscape Architecture. In one of the undergraduate courses 18 seniors worked on a comprehensive redevelopment study for a part of the local community. Graduate students expect to become professional planners. Their program includes thesis work, city planning, design, seminar, and such supplemental courses as highway traffic, transportation, airport de-

sign, drainage and flood control, water resources, municipal engineering, urban sociology, rural communities, population, human ecology, public finance, economics of transportation, problems of industrial location. Faculty consists of Otto G. Schaffer, Head of the Department of Landscape Architecture; Karl B. Lohmann, Professor of City and Regional Planning; Harland Bartholomew, non-resident Professor of Civic Design, and the faculty for the various planning courses that are offered throughout the university.

The Bureau of Community Planning is at work all the year on programs of citizen education, with the aid of staff consultants who conduct conferences, personal interviews and illustrated talks over the State. Contact has been established with 200 communities. This work is being carried forward by Rexford Newcomb, Director; Don Hawk Morgan, Assistant Professor of Community Planning and Community Consultant, and Victor Hyde, Assistant Professor of Community Planning.

Iowa State College offers undergraduate courses to about 94 students—about three-fourths taking courses as cultural background. Planning courses are offered in Landscape Architecture and Civil Engineering. Faculty includes Professor P. H. Elwood, and Associate Professor P. R. Rothacker. Refresher and cultural courses for citizens in lectures and annual short courses in Town Planning are offered.

Massachusetts Institute of Technology offers undergraduate and graduate courses in the Department of City and Regional Planning leading to the degrees of Bachelor in City Planning and Master in City Planning. In 1948–49 there were 27 students mostly in the graduate school and all but three or four expect to become professional planners. Thirty students enrolled in Architecture took the "Principles of City Planning" as a requirement. Courses are given in the Principles of City and Regional Planning, Legislation and Administration and in Design. The faculty in City and Regional Planning includes: Frederick J. Adams, Professor of City Planning, in charge of the Department; Roland Greeley, Associate Professor of Regional Planning; John T. Howard, Associate Professor of City and Regional Planning; Draveaux Bender and Burnham Kelly, Assistant Professors of City Planning; Lloyd Rodwin, Assistant Professor of Land Economics; and Flavel Shurtleff, Lecturer on Legislation and Administration. The University offers lectures, institutes and refresher courses for professional planners, but none exclusively for citizens.

University of Michigan offers undergraduate and graduate courses in city planning, leading to the degree of Master of City Planning, with about 120 students, including architecture and landscape architecture. About 8 or 10 expect to become professional planners. Courses in General Theory and History of City Planning; Elementary and Advanced City Planning Design; Housing; Procedures; and in the Graduate School courses in Design, Housing Research are given in the College of Architecture and Design. Faculty includes: Professor H. O. Whittemore, Associate Professor John Hyde; Instructor Gregory Bassett. No refresher or cultural courses are given for citizens but extension lectures are given as requested.

Michigan State College offers undergraduate courses leading to Bachelor of Science, Major in Urban Planning. (Graduate courses leading to M.A. are planned). Twelve students are enrolled in the Major Curriculum; presumably all expect to become professional planners. There are 60 to 90 students in Government, Business Administration and Sociology taking planning courses. In the Major Curriculum in Urban Planning in the Department of Landscape Architecture, courses are given in Architecture and Urban Planning and in Public Administration, Sociology and Engineering. The Faculty includes: Harold W. Lautner, Professor and Head of the Department of Landscape Architecture and Urban Planning; Myles G. Boylan and Charles W. Barr, Assistant Professors. No refresher courses or cultural courses for citizens are given.

University of Minnesota offers undergraduate courses in City Planning and Political Science (Fall of 1948). About 40 students are enrolled. None expects to become a professional planner. Courses are given to help provide better understanding of governmental processes. The one course is offered cooperatively by the Departments of Architecture, Political Science, Sociology and Economics. Faculty includes: William Anderson, Professor and Chairman in Political Science; Robert T. Jones, Professor of Architecture; George Filipetti, Professor of Economics; Roland S. Vaile, Professor of Economics; and Dr. Theodore Caplow, Professor of Sociology. No refresher courses for planners or cultural courses for citizens are offered.

University of North Carolina offers graduate courses leading to the degree of Master of Regional Planning. There are enrolled 18 students expecting to become professional planners and about 30 in other professions. Planning courses are given in the Department of City and Regional Planning. The faculty includes John A. Parker, Professor of Planning, Head of the Department of City and Regional Planning, and Chief of the Division of Regional Planning in the Institute for Research in Social Science; Dudley Johnstone Cowden, Professor of Economics; James William Fesler, Professor of Political Science and Research Professor in the Institute for Research in Social Science; Paul Dunlap Haney, Associate Professor of Sanitary Engineering; Thomas Felix Hickerson, Professor of Applied Mathematics; Howard W. Odum, and Rupert Bayless Vance, Kenan Professors of Sociology and Research Professors in the Institute for Research in Social Science; Paul Woodford Wager, Professor of Political Science, Gordon William Blackwell, Professor of Sociology, both in the Institute of Research in Social Science; James M. Webb, Associate Professor of Planning and Research Associate in the Institute for Research in Social Science; Nicholas Jay Demerath, Associate Professor of Sociology and Research Associate in the Institute for Research in Social Science; Harriet Laura Herring, Associate Professor of Sociology and Research Associate in the Institute for Research in Social Science; John Eli Ivey, Jr., Associate Professor of Sociology and Chief of the Division of Research Interpretation in the Institute for Research in Social Science; Emil Theodore Chanlett, Assistant Professor of Sanitary Engineering, and Lewis Mumford, Visiting Lecturer. Some public lectures are given as cultural courses for citizens.

Purdue University offers undergraduate and graduate courses in planning leading to no planning degree. Forty-eight students were enrolled in 1948–49. These did not expect to become professional planners although several graduates are now employed in this field. The course is essentially an appreciation course. Planning courses are offered in Civil Engineering, Sociology, Agricultural Economics and Home Economics. G. E. Lommel, Professor of Topographical Engineering gives the planning course. Community Surveys, Sociology of Cities and the Industrial City courses are given by Dr. Leevy, and at the graduate level planning instruction is given for a few students in Agricultural Economics by Professors Losey and Kohlmeyer. The University cooperates with the Indiana Economic Council in Planning Conferences.

Rutgers University offers undergraduate and graduate courses leading to Bachelor of Planning (Tentative as first class will graduate in 1951). There are enrolled 20 engineering students, 10 in Sophomore year (1951) and 10 or 12 Freshmen. Courses usually are taken as engineering electives. Undergraduate courses in the School of Engineering are Elementary Plan Design (10 students); Introduction to Planning (13 students); Senior and Graduate (20 students). Courses are given by Dr. E. B. Wilkens, Professor of Planning. No refresher courses for planners or cultural courses for citizens are given.

University of Southern California offers undergraduate and graduate courses in planning. (Report on degrees and in-service training is under consid-

eration). Three principal courses in planning are given and a Seminar in City and Regional Planning. Enrollment this semester about 32. Faculty: Gordon Whitnall, assisted by Milton Breivogel, and S. Eisner, of the Los Angeles Planning Commission.

University of Wisconsin offers graduate and undergraduate courses in Planning and Civil Engineering and Political Science leading to Bachelor and Master degrees in various fields and to Master of Regional Planning. In Civil Engineering there were 102 students enrolled and 12 in Political Science. About 6 expect to become professional planners. Some of the engineers will go into planning engineering work in cities. Students in Civil Engineering, Landscape Architecture, Light-building Industry, Real Estate and Geography take planning courses in rather large numbers. Faculty includes: Professor Lloyd F. Rader and Associate Professor Fred A. Clarenbach. The University has a Committee on Regional Planning Courses composed of professors from various departments, schools and colleges of the University. Special lectures on planning are given frequently.

EDITORIAL COMMENT

To Whom Does the Federal City Belong?

Does the Federal City belong to the people who happen to live in it from time to time? Does it belong in part to the transients who continue to maintain their citizenship back home? Does it belong to the people of the United States? These questions must be answered before any sound administrative set-up can be devised.

Since the beginning of the Republic, under the Constitution, Congress has exercised sole responsibility for all legislation for the District of Columbia. Since 1878, the President of the United States has appointed three Commissioners, two residents of the District and one nominated by the Corps of Engineers of the Army.

Elsewhere in this Quarterly we publish the statement of C. Melvin Sharpe, Chairman of our Committee of 100 on the Federal City, presented in July at the hearings of the House Sub-Committee on the Judiciary of the Committee on the District of Columbia, concerning the Kefauver Bill which passed the Senate without public hearings or apparently much consideration.

The Washington Board of Trade made a strong statement, based on a careful analysis of the provisions contained in the Kefauver Bill. Mr. E. F. Colladay, General Counsel, declared: "We challenge anyone to find any substantial group in the established business and professional fields in the Nation's Capital who will say that this change is not a pure gamble; and who will not say that it is likely to produce a less desirable municipal government than the one which Washington has had from 1878 until the present day."

The organizations which appeared before the committee in favor of the

Kefauver Bill generally based their presentations on a *theory* that home rule should be applied to Washington as though it were a city like any other city in the United States. Many of the opponents of the measure analyzed carefully the provisions of the bill in an effort to discover how it would work. Such an analysis disclosed that an elaborate and expensive governmental machine is proposed, along with the delegation by Congress of increased financial responsibility to the residents of the District. With only about 40 percent of the District in taxpaying private ownership it would seem that District taxpayers would be assuming a burden which they cannot possibly meet.

These considerations evidently prevailed in the House committees, for in August both the Sub-committee and the full Committee issued an adverse report on the Kefauver Bill. But the agitation will no doubt be revived in the second session of the 81st Congress.

Not many members of Congress have gone into the matter in any detail. Many have been glad to support any measure which would appear to relieve Congress of the petty details of local administration, though most students of government say that Congress could at any time delegate authority in minor, specified matters to the District Commissioners. And in any case not even the Kefauver Bill, if it becomes law, divests Congress of its ultimate responsibility for legislation for the District of Columbia. Many members of Congress, committed to the cause of home rule in their own States, have assumed that experience elsewhere may easily be applied to the District of Columbia. This is far from the fact. Washington is unique. It was created solely to be the seat of the Federal Government and it would be a serious mistake for the Federal Government to turn over to local citizens and their elected representatives major decisions affecting the Federal Government which owns outright as much property in the District as all the private property owners put together.

There are many defects in the Kefauver Bill which would soon become apparent if the House should rush through the Bill in its present imperfect form. The dual voting provision would undoubtedly be subject to litigation. If temporary residents of San Francisco could vote in local elections and still vote as absentees in their home town, we should have a situation similar to the proposal for dual voting in the Federal City.

We adhere to our oft-expressed belief, which has considerable support by thoughtful students who have studied the matter, that the citizens of the District who do not vote elsewhere should be authorized by Constitutional amendment to vote for Members of Congress which legislates for them and through the electoral college for the President of the United States who appoints the three District Commissioners. True, some time would be consumed. But it should be remembered that questions which are not settled right are always coming up for settlement again. The Kefauver Bill, if it becomes law, would multiply any existing complications, for

it is generally admitted that the present government of the District is reasonably efficient and economical, an achievement not always secured in home rule cities. If we are to sacrifice such efficiency and economy as we have to promote a practice school in shadow voting for residents of the District of Columbia, the Nation will be the loser.

Since the Federal City, we believe, belongs to all the people of the United States, it is only logical to provide first for representation of the unenfranchised residents of the District in the Congress of the United States, and then through established channels bring about modernization of our District Government along sound lines. At all events, the Federal Government should retain authority commensurate with its responsibility.

Planning a Staff Not a Line Function

The American Planning and Civic Association, through its Committee of 100 on the Federal City, has followed closely the careful study on the *National Capital Park and Planning Commission* which the Bureau of the Budget conducted at the request of President Roosevelt. The Association has concurred in the recommendations of the Bureau and the subsequent legislation (S. 1931–H. R. 4848) is now pending in Congress, where the Senate bill has already been reported favorably. The Association, therefore, finds itself in agreement with the letter of A. E. Demaray, Vice Chairman of the National Capital Park and Planning Commission, addressed to Senator McClellan of the Senate Committee on Expenditures in the Executive Department in which Mr. Demaray opposes the transfer of the Commission to the Secretary of Works (now General Services) for administrative purposes.

We believe that it is a complete misconception of the function of any planning commission that it become one of the agencies of administrative government which it is supposed to serve. To borrow from military parlance, planning commissions are in the nature of staff services rather than regular line agencies. In the case of the National Capital Park and Planning Commission, we have a planning board organized to serve Federal agencies as well as the District of Columbia and nearby Maryland and Virginia officials. It seems essential, therefore, that the Commission continue as an independent agency reporting directly to the President, as recommended in the pending legislation which has already received the approval of the President and the Bureau of the Budget, after much more careful consideration than could possibly have been given the subject by the Task Force on Public Works.

We support Mr. Demaray's statement, also, in the retention of the park purchase functions of the Commission. This part of the Commission's work, also, was considered

carefully by the Bureau of the Budget, and the conclusion was reached that there were distinct advantages to the planning of the park and recreation system of the Federal City in continuing the park-purchase function which has been in effect from the creation of the Commission under the Act of 1924, as amended in 1926. This Association sponsored the Acts of 1924 and 1926. In 1940 the Committee of 100 made a careful survey to ascertain how this and other functions were working, and the Committee unanimously came to the conclusion that park-purchase should be retained in the Commission.

The confusion of contradictory recommendations can easily be ironed out by the passage of H. R. 4848–S. 1931 and the deletion of any proposals in the reorganization of the Government which conflict with it. We are in the greatest sympathy with the program of the Hoover Commission to bring together similar agencies and to wipe out wasteful overlapping authorities; but we think that a distinction of function must be maintained between an agency like the National Capital Park and Planning Commission which serves certain administrative agencies and the lumping of administrative agencies themselves into a common pool.

Department of Natural Resources

So far, President Truman has not forwarded to Congress an Executive Order to set up a New Department of Natural Resources, as recommended unanimously by the Task Force on Natural Resources and approved by the Minority Report of the Commission for Reorganization of the Executive Branch of the Government. Secretary of the Interior Krug supported the proposal for a new Department of Natural Resources in a letter to the Bureau of the Budget.

During the August hearings in the Senate Committee on Expenditures in the Executive Department, Senator McClellan released Mr. Krug's comment on the recommendations of the majority report of the Hoover Commission. Mr. Krug specifically opposes the Commission proposals to take the Indian Bureau, Land Management Bureau and Commercial Fisheries Administration away from Interior. He opposes the recommendation that Public Building Construction, now a function of the General Services Agency, be transferred to Interior. He maintains that the forest and range management responsibilities should be transferred from Agriculture to Interior.

But, most important of all, Mr. Krug urges that the existing Department of the Interior form the nucleus for a new Department of Natural Resources. Said he: "This recommendation is reinforced by the excellent report of the Natural Resources Task Force of the Hoover Commission and the Acheson Minority Report, and is shared by many

impartial students of public administration," whereas the recommendations of the majority Commission Report would make Interior a "hybrid agency concerned both with the development of subsoil and water resources and with a substantial share of unrelated construction activities of the Federal Government." And finally Mr. Krug declares: "This indicates insufficient awareness of the economic and administrative significance of the conservation job to be done."

The Board of Directors of the American Planning and Civic Association, at its annual meeting on January 28, adopted a resolution supporting the creation of a new Department of Natural Resources, as proposed by the Task Force on Natural Resources. At the meeting of members in Oklahoma City on March 26, the resolution was approved by the members. See addresses of Hon. Leslie A. Miller, Chairman of the Task Force and Tom Wallace, Vice President of the American Planning and Civic Association, in the 1949 AMERICAN PLANNING AND CIVIC ANNUAL.

By all means let us have a Department of Natural Resources into which will be brought all of the publicly owned and publicly controlled land, water and mineral resources. And let us not introduce into this Department construction functions which belong where they are—in the General Services Agency.

Strictly Personal

Hilyard R. Robinson, Washington architect, was named by the President to be a member of the National Capital Park and Planning Commission to succeed General Grant whose term had expired. General Grant served on the Commission as ex officio member and executive officer 1926 to 1933, and as Chairman for a six-year term from 1943 to 1949.

At the first meeting of the new Commission, Dean William W. Wurster was elected Chairman and General Grant was named Chairman Emeritus.

Col. L. V. Sheridan, planning consultant, this month submitted a preliminary report of his 54-page master plan for Hammond, Indiana, representing a six-month study and contains recommendations, which comprise a part of the proposed $20,000,000 plan for municipal improvements in Hammond.

The first award for Distinguished Service by the Roadside Council of Pennsylvania, was presented to Francis A. Pitkin, Executive Director of the Pennsylvania State Planning Board for outstanding work in the field of conservation.

Sir George Pepler was elected President of the Town Planning Institute of Great Britain on June 24 to succeed Mr. James W. R. Adams. Sir George will hold the office for 1949–50. He held the same office in 1919–20 and is the first Past President to be re-elected.

J. M. Albers, Area Planning Engineer, Wisconsin State Planning Board, is the author of an important article entitled, "A Municipal Policy on Zoning Variances," in *The Municipality* for August 1949.

Robert Jemison, Jr., Birmingham Realtor, has been given an honorary life membership in the Federated Garden Clubs of Birmingham and Third Region, in recognition of his contribution to the beautification of Birmingham.

The appointment of John T. Howard as associate professor in the department of city and regional planning at the Massachusetts Institute of Technology, was announced July 7. He will devote the greater part of his time to research into physical and financial problems of redeveloping blighted urban areas.

Glenn Stanton was re-elected First Vice-President of the American Institute of Architects at its last Convention and advanced to Fellowship.

Mrs. Addison Parker of Des Moines, Iowa, is retiring as a member of the State Conservation Commission. Her successor, appointed by Governor Beardsley, is Mrs. David S. Kruidenier of Waukee, Wis. Mrs. Parker will serve as a member of the new Iowa Natural Resources Council.

Emil J. Szendy, architect, of Cleveland, Ohio, reports that Cleveland has recently adopted a new Building Code. John T. Howard, recently resigned as planning director in Cleveland, collaborated with Mr. Szendy in revision of the Zoning Chapter.

The Nature Guiding Program of the National Parks is memorialized by a bronze plaque which has been dedicated at Fallen Leaf Lake, California in honor of W. W. Price of Palo Alto, whose leadership launched the movement there in midsummer 1919. The original staff of scientists included Dr. Harold C. Bryant and Dr. Loye Miller. The plaque is set on a half-ton boulder facing the Lake, with Cathedral Peak in the background.

J. C. Nichols, Kansas City, Mo., Lawson Purdy, New York, and William H. Schuchardt, Los Angeles, Calif., have recently been elected to Honorary Membership in the American Institute of Planners.

Mrs. M. H. Starkweather, of Tucson, Arizona, is the newly appointed National Chairman of Conservation, National Council of State Garden Clubs, Inc. Mrs. John O. England is the new president.

Citizen Action for Community Planning

NEWS ITEMS FROM CITIZENS' ORGANIZATIONS

The Citizens Development Committee of Cincinnati reports that the Urban Redevelopment Act was passed by overwhelming majorities in the Ohio General Assembly, making Ohio the 26th State to pass a law of this kind. Joseph B. Hall, President of the Citizens Development Committee, declared: "Cincinnati now has the tools with which to improve itself. But this legislation is only an *enabling law.* We are on the spot—to do something immediately."

The Committee also reports that unincorporated areas of Hamilton County may have the protection of zoning before the end of the year. The twelve township zoning maps and textual zoning resolutions are to be placed before the voters on the November ballot and are the result of the work of the Rural Zoning Commission created under the state enabling legislation, effective in September, 1947.

At a recent Directors' meeting of the Committee, Mayor Albert D. Cash pointed out, among other things, that as a result of recent enactment of state enabling legislation Cincinnati now has the authority to acquire, develop and retain property for off-street parking facilities.

The Greater Dallas Planning Council, through its President, Paul Carrington, announced to the press on July 31 the Council's approval of the Dallas County Tax and Finance study made under the auspices of its Committee on County Finances and Taxes headed by Mr. J. Ralph Wood, Chairman, whose Committee had already given its approval of the Dallas County Tax Survey prepared jointly by the Bureau of Municipal and Governmental Research and the East Texas Chamber of Commerce.

Mr. Curtis Morris, until recently head of the East Texas Chamber of Commerce Tax and Legislation Department, and who has had some 20 years' experience in this specialized field, acted as consultant. The actual survey was conducted by H. Grady Jordan, Director of the Council's Research Bureau, and Maurice Love, the newly appointed Manager of the Tax and Legislation Department of the East Texas Chamber of Commerce. In the opinion of Mr. Hubert M. Harrison, General Manager of the East Texas Chamber of Commerce: "This study is the most thorough and most complete tax study ever done in the East Texas study series."

The Council has also given its support and actively participated in a novel, but illuminating experiment conducted by the Southern Methodist University for the benefit of its classes in government. As part of the schedule, classes meet once a week in the County Courthouse, the instructors being either elective or appointive county officials. The courses are open to students doing graduate work; credits toward degrees are allowed. Courses are also open to the public as a matter of citizen education.

The Citizens Housing and Planning Council of Detroit, through its Board of Directors, has given the green light to the campaign of Executive Director Edward D. Connor for re-election to Detroit's Common Council. It is in the Common Council that all final decisions on city improvement and planning are made, and Detroit's plans will be translated into action only if we elect men to the Council who have a theoretical as well as a practical knowledge of the difficulties and advantages of city planning.

The reorganized Board of the Citizen's Housing and Planning Council is now in process of formulating a program for the coming year which covers many facets of the planning process, since it has long been a basic belief of the Council that city improvement must be attacked on many fronts simultaneously. For that reason the program covers housing, transportation, recreation, civic and cultural centers, schools, industry, slum clearance, clean-up, health and regional planning.

Under each head we list the following: background facts; policy; projects; legislation and finance. Each Board member has a workbook with space on each page for his own notes and comments, and as the final program is written, the best thoughts of each member will have been integrated into the five sub-heads under each of the eleven headings.

As now constituted, the Board of Directors includes a representative cross-section of the city's interests and people: *President:* Robert W. Kelso, Director, Curriculum in Social Work, University of Michigan Extension Service; *First Vice-President:* Rev. Herbert B. Hudnut, Minister, Woodward Avenue Presbyterian Church; *Second Vice-President:* Dr. Alfred H. Whitaker, Industrial Surgeon; *Third Vice-President:* Donald Slutz, Managing Director, Traffic Safety Association; *Secretary:* Clair W. Ditchy, Architect; *Treasurer:* Walter J. Gessell, Mortgage Broker. Board: Finlay Allan, Secretary-Business Manager, Building and Construction Trade Council and President of Detroit Housing Commission; W. R. Bryant, Vice-President of Bryant & Detwilers, Builders; Fred A. Burnett, Business Representative, Metal Polishers-Buffers, Platers and Helpers International Union, A. F. L.; Rev. Raymond S. Clancy, Catholic Archdiocese; Miss Jennie M. Clow, Principal, Roosevelt School; John S. Coleman, President, Burroughs Adding Machine Co.; Dr. B. Benedict Glazer, Rabbi, Congregation Temple Beth El; Harry Grayson, Real Estate; E. C. Harris, Vice-President, Federal Reserve Bank; George Higgins, Senior Health Inspector, Detroit Board of Health; Mrs. Trent McMath; Peter J. Monaghan, Jr., Attorney; Henry W. Morrison, Real Estate; Mrs. Willard Pope; Victor G. Reuther, Director, Education Department, UAW-CIO; George Romney, Assistant to the President, Nash-Kelvinator Corp.; Jay D. Runkle, Vice-President and General Manager, Crowley Milner Co.; George Schermer, Director, Detroit Interracial Committee; Willis P. Thomas, President, Diamond Power Specialty

Co.; H. L. Walter, Retired President, Smith, Hinchman & Grylls, Architects; Otis Winn, Architect; Foster Winter, Treasurer, J. L. Hudson Company.

The Louisville Board of Trade, the Louisville Area Development Association, the Louisville Convention and Publicity League, and the Louisville Retail Merchants Association have agreed to consolidate into one organization to be known as the *Louisville Chamber of Commerce, Inc.* The new Chamber was incorporated in July and expects to be organized and operating in new quarters by January 1, 1950. The new Chamber will continue the work of the Louisville Area Development Association. Dr. Kenneth P. Vinsel, Executive Director of the Louisville Area Development Association since 1943, has been named the chief paid executive of the new Louisville Chamber of Commerce. Also continuing with the Chamber in paid capacities will be W. E. Morrow, Executive Secretary of the Board of Trade; Marcus Greer, Manager of the Retail Merchants Association and W. F. Meridith, Executive Director of the Louisville Convention Bureau.

Luther Stein, Chairman of the Executive Committee of incorporators of the Chamber, explained that the purpose of the new Chamber is to do all of the work the four merging organizations have done—and more. Said he: "We will expand all their activities and add new ones. Also a much larger percentage of Louisville's population will participate."

The Pittsburgh Regional Planning Association has prepared detailed contract drawings for the landscaping of the Penn-Lincoln Parkway East—a state and Federal super-highway now under construction. This parkway extends from its origin in Churchill Borough directly into the Golden Triangle of Pittsburgh.

The Pittsburgh *Post-Gazette* recently paid tribute to the Regional Planning Association in an editorial from which we quote:

"The Regional Planning Association has performed another valuable service for this district in formulating plans for a landscaping project along approximately eight miles of the Penn-Lincoln Parkway East. This is the first time that the landscaping of a major highway project in Pennsylvania has been planned in advance of the completion of construction. It is also the first instance in local history in which a private civic organization has taken the initiative in developing landscape plans for a highway.

"The landscaping project calls for the expenditure of a minimum of $172,700 of which $150,000 will be provided by the Federal and State Governments. Of that sum, $100,000 will go into erosion control which, by reducing maintenance costs, will result in long-range savings. Of the remainder, local private contributors will be asked for $22,700 with which to purchase ornamental plantings. Surely many individuals and groups will wish to share in this commendable project. Landscaping along Penn-Lincoln Parkway will provide a beautiful scenic approach to the City. Indigenous plantings will

complement the natural beauty of Western Pennsylvania's spectacular hills and valleys."

The Civic Club of Allegheny County (Pittsburgh) through its Library Committee cooperated during the summer with the Allegheny Conference on Community Development in the professional supervision of a survey of Library Facilities in Allegheny County. The project initiated in the Civic Club, is undertaken in the hope that the very fine library facilities available to citizens of Pittsburgh may be shared in more adequate measure by outlying sections of the county which now have very little or no such service.

The Club's Municipal Affairs Committee and the Board considered controversial projects such as proposed grade crossings in the heart of the city and bitterly contested the location of the new home for the Pittsburgh Civic Opera.

The Exceptionally Able Youths Committee of the Club has set up a Vocational Opportunities Division which is concerned with exceptionally able youths who cannot go to college. For details write the Civic Club.

The Voters' Directory, initiated by the Club in 1930, and published preceding each election for the intervening years, is in process of distribution for the coming September Primary in Allegheny County. During the war years the Civic Club cooperated with the Allegheny County League of Women Voters and the Directory is now compiled jointly by the two organizations. Nearly 100,000 have been ordered so far.

Working in cooperation with the National Association of Manufacturers, the Pittsburgh Chamber of Commerce, and the Tri State Industrial Association, the Civic Club sponsored an open meeting June 16, 1949, attended by more than 600 leaders of thought in the community for a discussion to permit a full and frank appraisal of the economic system under which the United States is functioning.

The Citizens Council on City Planning, Philadelphia, reports that the first comprehensive, overall review and analysis of Philadelphia's perennial water-supply problem was issued in April by the Council. The Report—"The Improvement of Philadelphia's Water Supply," is the first of a series of major studies by the citizens planning agency. The unique contribution of these reports lies in the comprehensive coverage of all aspects of the problem, dealing not only with the physical improvements involved but also with the problems of finance and management. A new Department of Public Utilities is recommended to take over the operation of all utilities run by the city. The report has received highly favorable comment in the public press and has prompted editorial comment. The Report is being given wide circulation in anticipation of a bond issue to be voted on in the Fall of 1949.

The Southern California Planning Congress has held monthly dinner meetings during the summer, respectively at Arcadia, Long Beach and Laguna Beach. Subjects covered: Clean Waters, Zones of Influence Beyond the City Limits, and Taxes

and Planning. In Notes on planning in San Bernadino County, it is reported that for 1947–48 the Planning Commission approved 122 subdivisions—for 1948–49 only 75. Comment is made that it is increasingly apparent that the land boom is over. Charles Diggs writes us that at the Laguna Beach meeting it was announced that Dr. Walter L. Bigham, a resident of Laguna Beach, had a remarkable record as Planning Commissioner in Orange County. For over 14 years he was a member and Chairman of the Anaheim Planning Commission —an outstanding well-planned community. He has been a member of the Orange County Planning Commission for over 18 years and for 15 years has been, and still is, Chairman. He is also a member of the Laguna Beach Planning Commission and has served that Commission for over eight years.

The Orange County Planning Commission has under consideration a tentative general plan of highways for the entire county; a tentative general plan of riding and hiking trails throughout the County and National Forest area, involving 57 overnight stations; a proposed general plan for the development of the Upper Bay at Newport Harbor; further study of inland waterways (marinas, etc.) of the Bolsa Chica area in connection with the State Beach; and the early adoption by the Board of Supervisors of four comprehensive amendments to the present County Land Use Ordinance.

The New Jersey Citizens' Conference scheduled for August 11–14 a State and Regional New Jersey Community Institute, at Glassboro State Teachers College. The Conference featured local New Jersey communities in action; the potentialities and needs of South Jersey and facing the future by the state community. Among the cooperating organizations were: Extension Services, College of Agriculture, Rutgers University; New Jersey State Federation of Women's Clubs, Kiwanis, International Division 2; Rotary International for South Jersey, and representatives of the towns in the areas. Subjects covered were housing, schools, traffic, parking, recreation, health and welfare. Citizens who are active in the Area Citizens' Council of the Passaic-Bergen Community Planning Association, presented the story of the organized effort to improve conditions in their large industrial area. The Area Citizens' Council is currently active in behalf of the redevelopment of Passaic's Eastside.

The New York State Citizens Council during the past year has reported significant citizen activities in Saratoga Springs; Utica-Rome, Westchester, Rockland, Niagara Falls, Erie County, Boght Corners, Cortland, Syracuse and Albany. A New York City community has made notable progress: Morningside Heights, where the Morningside Citizens Committee on Schools (David Rockefeller, President), working with the Riverside Civic Council, has undertaken to carry on studies of the community's needs and resources. Mrs. Robert L. Carey, chairman of the steering committee, has drawn attention to the fact that this was the first time the citizens

of the Heights had met together to discuss a cause common to the whole community. Robert E. Kennedy, associated with *Look Magazine*, is chairman of the citizens committee.

During the year, the Council issued a Scoreboard for Your Town. Copies are available singly or in quantity.

The New Hampshire Citizens Council for the General Welfare voted this summer that the operations of the Council be indefinitely suspended as of July 15, 1949.

The San Francisco Bay Area Council reports that the area now has a Baywide Airport Plan extending through 1960, as the result of a comprehensive, regional study issued by the City and County of San Francisco, under the auspices of the Bay Area Airport Planning Group, with the work performed by the City Planning Commission and the Department of Public Utilities. Developed after a year's research and study with the cooperation of the Bay Area Council, the Bay Area Aviation Committee and civic and industrial organizations, the new Baywide Plan marks a significant step forward in long-range aviation growth of the nine Bay counties, and paves the way for a ten-year program of construction and improvement of existing and new airport facilities to keep pace with the fast-growing Bay Area aviation industry. The Plan was made possible by Mayor Elmer Robinson, who asked Frank E. Marsh, of the Bay Area Council, and the Aviation Committee to appoint an advisory group from the nine Bay counties to assist in developing the final area-wide plan.

The Poughkeepsie Area Development Association recently issued two basic factual reports, made important advances in developing a system of committees to aid in developing solution to local problems, and moved into the basic studies in three additional fields: housing, traffic and city finances. The first report issued was a survey of the school facilities of Poughkeepsie, and it is now being utilized by an Association committee, composed of officials and citizens, which was set up to develop a practicable solution to the long-standing high school problem in the city. The second, a report on the city government, was well-timed to serve as a convenient reference to citizens faced with various current proposals for government change.

The Regional Plan Association of New York is making preparations for two important conferences. The first of these, the *Citizens* Conference on City Planning (Hotel Roosevelt, October 14, 1949), is sponsored by the Regional Plan Association and eight other citywide Civic associations. This will be the second of such conferences to be held in New York City devoted entirely to the problems of the metropolis. The conference will be devoted to presentation of the *Plan for Rezoning* being developed under the aegis of the New York City Planning Commission. It will be the first public presentation of the *Plan*. Representatives of community and neighborhood organizations from each of the five boroughs will participate in the one-day conference.

The Fourth Regional Plan Con-

ference, which annually draws interested citizens, officials and planners from all parts of the New Jersey-New York-Connecticut Metropolitan Region will be held November 15, 1949, also at the Hotel Roosevelt. Sponsored by the Regional Plan Association, this conference usually highlights discussion of outstanding trends in planning. Development of the program for this conference is under the direction of C. McKim Norton, Executive Vice-President of the Regional Plan Association. Mr. Norton is also Chairman of the Executive Committee of the Citizens Conference.

The Committee on Citizens Organizations for Planning has issued a 1949 Report, listing about 50 organizations with information on their activities. This Report is free to members on application, but is priced at $1.00 to the general public.

Correction

Laurence B. Fletcher, Secretary of the Trustees of Public Reservations, calls our attention to an error on page 46 of the last Planning and Civic Comment in connection with the review of a booklet, "Geology of Rocky Woods Reservation." The statement was made that Rocky Woods is a state-owned area, administered by the Trustees of Public Reservations.

Mr. Fletcher points out that the Trustees of Public Reservations is a private organization and under the act of incorporation in 1891 is "a private trust to acquire and maintain beautiful and historic places in Massachusetts."

We regret the error, which was inadvertent. The work of the Trustees is well known and stands as an example for other groups which are voluntarily supported and privately administered and dedicated to preserving outstanding areas throughout this Nation.

Mr. Fletcher writes:

"I know you will be interested that in the first 36 years of the life of this organization they acquired 12 reservations. To show you the ground swell there is passing over the land because of the greater interest in birds, trees, flowers, recreational areas, and ecology, in the last 15 years we have acquired 30 reservations, 18 of which have been turned over to other agencies, principally as state parks. We are maintaining 25 open to the public and in many cases with warden service all the year round."

The Trustees have 1800 members under various forms of membership.

Wichita's Downtown Problems

The Central Business District Council of Urban Land Institute met in Wichita May 7, 8 and 9 to hold a panel session on downtown problems. In an all-day session on May 9, a panel composed of men distinguished for their expert knowledge of downtown problems and their interest in stabilizing and improving the central areas of American cities, presented their recommendations to business and civic leaders of Wichita.

The unusually large central business district, with the loading and parking daily of about 30,000 vehicles, with three-quarters of these depending entirely on curb parking, creates a vast problem. The panel's recommendations were that there is greater need for offstreet parking in Wichita than in any other city visited by the Council. The panel believed that the necessity to provide adequate parking to stabilize downtown property values justifies using the power of condemnation. After the power of eminent domain is applied and public funds used for the construction of parking facilities, the panel recommended the operation of the facilities by private enterprise, with public control as to the rates charged for parking. The panel believed that land acquisitions and improvements of this type should be financed by revenue derived from parking meters, as well as from the parking facilities themselves. The panel thought that 2,500 permanent spaces recommended by the Wichita Parking Survey as an immediate goal was a conservative estimate.

The rehabilitation and stabilization of downtown values received considerable attention by the panel. This subject involved not only the physical aspects of the downtown area but also questions of tax and fiscal policy. The panel urged vigilance on the part of property owners and merchants to prevent downtown blight by the formation of property owners and street association groups to maintain the areas in a sound, healthy and attractive condition.

In spite of annexation laws which are somewhat more liberal than those of many States, Wichita has a fringe problem which developed during the war to a considerable degree through the location of large public war housing projects outside the city limits. The city controls subdivision development within three miles of its borders. This has been of great value in guiding proper street and highway extensions. The chief difficulty has been the lack of controls over land use through zoning. The panel recommended the extension of zoning and an effort to obtain state legislation which would permit zoning to cover at least the three-mile area beyond the city limits now covered by the subdivision regulations. The panel thought that the city should proceed as rapidly as possible in extending the corporate boundaries and that the present policy of withholding city services from areas outside the city's limits is sound procedure.

Statement of C. Melvin Sharpe, Chairman of the Committee of 100 on the Federal City, of the American Planning and Civic Association

on the Kefauver Bill (S. 1527), as It Passed the Senate With Comments on Other Pending Bills Concerning the District Government

The Kefauver Bill (S. 1527) as it passed the Senate is an improvement in many respects over the various Auchincloss Bills of 1948. It contains, in whole or in part, *at least a dozen of the improvements suggested by the Committee of 100.* Some of these improvements were included in later Auchincloss bills. They include:

1. Two of the 11 (instead of 12) Council members are to be appointed by the President to give *some* representation to the interests of the Executive arm of the Federal Government. The other nine are to be elected at large from the District, rather than by wards or areas—a distinct improvement.

2. The provision for literary test for voters to the extent of requiring the filling out of registration forms in the handwriting of the registrant is retained in the latest Kefauver measure.

3. Administrations of Schools and Libraries are separated.

4. The composition of the National Capital Park and Planning Commission conforms to the recommendations of the Bureau of the Budget as they were interpreted in 1948, though the introduction of a more complete reorganization of the Commission is now before Congress in H. R. 4848 and S. 1931 and the provisions of the Kefauver Bill should be brought into harmony with H. R. 4848.

5. The purchase of parks and playgrounds by the Commission would not be changed by the bill.

6. The National Capital Parks are retained under the National Park Service and all expenses of maintenance and improvements of grounds and buildings under the jurisdiction of the National Park Service are to be met from appropriations by Congress from the Federal Treasury.

7. Provision to transfer the Park Police to the Metropolitan Police is omitted from the later 1948 and 1949 drafts of most of these bills.

8. The Zoning set-up seems an improvement in principle.

9. Administration of sources and transmission of water supply is omitted from the bill and would leave the matter *in status quo.*

10. Congress may not only disapprove by concurrent resolution passed by both Houses all legislative proposals of the Council, which must also be signed by the President who may exercise a veto, but retains specifically the right to initiate any District legislation it desires.

11. The formulae in all 1948 bills for Federal participation were unsatisfactory. The Kefauver 1949 version, as it passed the Senate, makes the Federal Government responsible for 20 percent of all income of the District of Columbia in the preceding year. This is more liberal than former proposals and has the virtue of rising with increasing revenue of the District; but probably falls far short of full Federal responsibility which should be based on the Federal stake in the Federal City and not on what local citizens are willing or able to tax themselves.

12. The proposed bonded indebtedness in the April and May 1948 Auchincloss bills was limited to three percent of assessed real property values; but the Kefauver Bill sets the limit at five percent. This may prove useful in taking care of the arrears of capital improvements, but it should be remembered that bonds are simply a method for spreading the expense of capital improvement and that so far from saving money in the budget they ultimately add to the amounts to be repaid as compared to the present pay-as-you-go system.

Three Boards Defended

We particularly *deplore* the proposals for the Board of Education which for a long period of years has been free from local or national politics under the present system of appointment, and we express our approval of the Report of the Supt. of Schools as adopted by the Board. We regret to see the passing of the responsible Library Board, and the establishment of a Department with an advisory Board. We believe that the Recreation Board will function better as a responsible board which appoints its director than as a Department under a city manager, with an advisory board.

District Citizens not Represented in Congress

In other ways, the Kefauver Bill contains certain provisions which are less sound than some of the provisions in former bills. There is no provision for any kind of representative in Congress of the citizens of the District not voting elsewhere. Since Congress retains its Constitutional authority for all major legislation affecting the District, it is only fair that the citizens who do not retain their citizenship in any of the several States (and thereby their representation in Congress) should have the same privilege as other citizens of the United States. Probably the provision for some type of representation in Congress is omitted because it is generally conceded that adequate representation in Congress of the unenfranchised citizens of the District must be by Constitutional amendment. This is a longer and more laborious method than simple Congressional legislation; but who can doubt that the sound *first step* toward rendering justice to the citizens of the District is to grant them the suffrage to vote for adequate representation in Congress and for the President and Vice-President of the United States? They would thus be constituents of certain members of the Congress which is, when all is said and done, in charge of legislation for the District, and would be electors of the President who carries definite responsibility for the Federal City, not only in respect to the sites and buildings which house the executive agencies, but for the scale and character of the Federal City itself.

When it comes to the *delegation of minor defined legislative authority* to the Council; this is something which could have been done by a simple act delegating such authority to the District Commissioners at any time, now or in the future. All of the absurd illustrations of matters to which Congress has given its attention in the past could have been corrected at any time, had Congress chosen to do so. We do not need an expensive Council of 11 instead of the 3 Commissioners to bring about this desirable reform.

Congress still Responsible for Legislation

The provisions for the handling by the Council of legislative proposals which will become law if Congress does not disapprove by concurrent resolution within 45 days and if the President does not veto them, as stated above, indicate that the drafters of the bill must have

come to the conclusion that *Congress could not alienate its constitutional duty*. As a matter of fact, the Commissioners have frequently proposed legislation to Congress, but Congress has insisted on extensive hearings and has seldom accepted the legislation in the form submitted.

Elaborate, Expensive Government Proposed

So far as we can see, these proposals, instead of streamlining the District Government, would blow it up into an inflated system. The provisions in the early Auchincloss bills provided for an unpaid Council, except for an honorarium for attendance at meetings. Then the compensation was hiked to $3,000 and in the final Kefauver Bill to $5,000 with $7,500 for the President of the Council, plus an expense account. It has been our experience that a higher degree of ability can be secured in members of Boards whose principal function is attendance at stated meetings (and concerned with policy-making, not administration) than through the appointment or election of paid Board members. I regret to say that in my belief $5,000 is enough to attract many politicians and might lead to the election of those entirely unfitted to serve on such a policy-making Council.

It must be remembered that in addition to this Council of 11 which would inherit only a small part of the duties of the district Commissioners, there would be a city manager, presumably paid a large salary—perhaps equal to the pay of all three Commissioners as set up today—and he would inherit the administrative duties of the three Commissioners as they now function.

In addition there would be the twelve department heads with assistants and clerical service. With these twenty-four policy-making and executive heads and their assistants mulling around it would be a miracle if economy or efficiency in government could be achieved.

Constitutional Amendment First Step

A campaign to relieve Congress of dealing with unnecessary details has resulted in a superficial opinion on the part of many citizens in the States that their representatives in Congress should not be spending so much time on the affairs of the people who live in the District of Columbia. The Kefauver Bill does not in fact relieve Congress of the ultimate duty placed upon it by the Federal constitution and it is doubtful if Congressional Committees will spend any less time on District legislation than in the past, except as Congress may do what it could have done at any time, delegate defined legislative authority to the District Government—whatever it is—along the lines suggested by the late Charles Beard.

We agree with Jesse C. Suter, writing in *The Sunday Star* on June 12:

> What the American people whose homes are in the District of Columbia want and need is the right to participate with their fellow Americans of the States in the Government of their country. This is absolutely true measured by all of the fundamental principles of the American form of government and supported amply by the experience of these voteless and unrepresented people at the Nation's Capital . . .
>
> What the District of Columbia needs

is an amendment to the Constitution of the United States which will empower Congress to provide by legislation "that there shall be in the Congress and among the electors of President and Vice President members elected by the people of the District constituting the seat of the Government of the United States, in such numbers and with such powers as the Congress shall determine."

Such an amendment to the Constitution would, of course, require passage by a two-thirds vote of both the Senate and the House of Representatives, and then ratification by the legislatures of three-fourths of the States. When this fundamental reform is accomplished the creation of a local government will be a mere detail handled by a Congress in both Houses of which the District is regularly represented and submitted for the signature of a President who in part was elected by the citizens of the District.

In these bills we have put the cart before the horse and propose to set up a too-elaborate local machine, still subject to a Congress in which the District citizens are not represented.

Financial Burden Without Authority

In other words, in this measure it seems, Congress would be passing the financial buck to the residents of Washington (many of whom are citizens of one of the forty-eight States) without transferring from Congress the ultimate power which Congress holds under the Constitution and without providing that the Federal Treasury meet its manifest responsibility for its Fedderal City.

Can anyone suppose that a Council with nine elected members, responsible for raising the proposed budget, would approve the further alienation of private property from the tax rolls of the District in order to provide sites for Federal buildings, however necessary to the Federal executive government? It is true that the Federal Government could condemn land for public purposes; but the pressure of the voters and their elected officials decidedly would be against the extension of Federal holdings which would reduce the District income from taxable real property and, indirectly, as a result reduce the Federal contribution based on local income.

The responsibility for the sizes and disposition of the budget is put squarely upon the local taxpayers. If they tax themselves enough, the Federal Treasury's 20 percent of last year's income will increase. The Federal City, established solely to serve as the seat of Government, should not be limited in budget to amounts which the local citizens are willing to authorize. The Federal Government has a stake in its Federal City far beyond the estimated value of its buildings and grounds, and, as the years pass, the Federal Government will own an increasing area in the Federal City—larger in extent than the area of private property.

Concerning the provisions for the electorate, it is easily understood why the body of District voters would more nearly resemble a balanced community elsewhere if all or a large part of the Federal employees were permitted to vote; but we question the practicability, if not the legality, of permitting those who vote in the States also to vote in District elections. So long as the civil service and many other appointed positions draw quotas from the different States, it is unlikely that many of these would

relinquish their home-state privilege of voting. At best, therefore, it is difficult, if not impossible, to set up in the District a truly balanced community electorate, whereas if all those who live in the District and do not vote in any State were permitted to vote for representation in Congress, the ground would be covered without duplication or omission.

The fact that a majority of District citizens authorized to vote under the Kefauver or similar bills, might elect to accept financial and governmental responsibility for the District of Columbia, does not in any respect justify Congress or the Executive Branch of the Federal Government in relieving themselves of the moral and legal responsibility which they bear for the Federal City.

Washington is not like any other city in the United States. It was founded, and continues, to serve as the seat of the Federal Government. Unlike other national capitals it is not an industrial city. In a sense its principal and only industry is the National Government. Most of its citizens are employed by the Federal Government or belong to families so employed. While many Federal employees remain in Washington over considerable periods of time, there is a cyclical turnover brought about by succeeding administrations, which, in spite of the comparative permanence of the business community, offers less continuity in residence and larger proportion of citizenship in different States than in any other City.

In Conclusion

We beg to submit, therefore, that the proposed legislation does not in fact transfer responsibility (except in minor matters) from Congress to the Council; that Congress must still carry on the duty laid upon it by the Constitution in all major legislation; that the proposed machinery is expensive and over-elaborate for the authority bestowed; that the citizens of the District of Columbia would be obliged to undertake the raising of an unfair proportion of the District budget in the face of a dwindling area of land in private ownership on which to collect taxes; that the citizens would acquire the doubtful privilege of discussing and recommending legislation and budgets without the authority to put them into effect.

We recommend, therefore, that Congress proceed forthwith to adopt a Constitutional amendment which will confer the franchise upon all those who live in the District of Columbia who do not vote elsewhere, that they may have representation in Congress and vote for the President and Vice-President of the United States. *This is an act of simple justice and it is believed that once such a Constitutional amendment has been adopted, a much simpler and less expensive form of District Government can be devised*—perhaps a small policy-making Council or Commission and a Governor to serve as a single administrator. In the meantime, the District Commissioners can carry on, as they have for many years, with somewhat better results than in most American cities; though we recognize that every government needs a periodic overhauling to systematize piecemeal expansion into a unified government.

Salvage Archeology in River Basins

The post-war plans for construction of multi-purpose dams by the Corps of Engineers and the Bureau of Reclamation have threatened with inundation part of America's most priceless heritage. Ancient Indian sites and historic landmarks are located in the reservoir areas where dam construction is proceeding rapidly.

Since primitive man needed water and arable land, eighty percent of the Indian remains are found along river bottoms. Archeologists are confronted with the problem of attempting to locate, excavate, and salvage as much of this buried scientific material as possible before it is flooded. In recognition of the fact that valuable data will be destroyed, the National Park Service and the Smithsonian Institution are cooperating in archeological investigations wherever called for by the river development program. At best, only ten percent of the remains can be partially investigated before it is too late; even to salvage this ten percent calls for a vast cooperative undertaking on the part of organized scientists.

Since the beginning of the program in 1946, the National Park Service, the Smithsonian Institution, and several state organizations have made archeological surveys in 185 proposed reservoir areas besides conducting excavations in 18. These surveys uncovered remains ranging in time from the early Folsom type of primitive hunter to the more elaborate, late prehistoric Temple Mound Builder, and they vary in character from simple village sites in open fields to complexly arranged mound structures. In addition to the vestiges of ancient Indians, these reservoir basins contain many historic sites of local and national significance which should be thoroughly studied before they are flooded.

Most of the archeological work has been concentrated in the valleys of such rivers as the Missouri, the Columbia-Snake, and the Colorado, and in many smaller basins such as the Chatahoochee, Savannah, or Roanoke. State and local historical societies have cooperated with the Federal Government in this program to salvage the archeological remains of the country. It is only by the combined efforts of all interested individuals that a small amount of these scientific data can be recovered for the education and enjoyment of all Americans, present or future.

Frontispiece. Prehistoric Indian-carved stone pipe from Spiro Mounds, Oklahoma. Photograph: Department of Anthropology, University of Oklahoma

This pictorial section has been prepared by JOHN M. CORBETT, Archeologist, History Division, National Park Service

Photo: Smithsonian Institution

"Mih-Tutta-Hang-Kusch," a Mandan Indian village on the Missouri River as painted by Karl Bodmer in 1833. This village, one of the largest of the Mandan villages, was located just East of old Fort Clark in what is now Mercer County, North Dakota.

THE INDIANS LIVED ALONG THE RIVER VALLEYS AND USED THE WATERWAYS AS COMMUNICATION AND COMMERCE ROUTES.

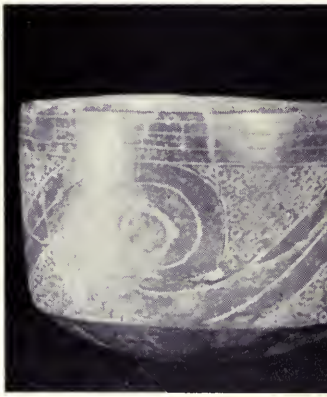
INDIAN REMAINS ARE PART OF OUR NATIONAL HERITAGE

Shell ornaments show costumed Indians engaged in ceremonies. Spiro Mounds, Oklahoma.

Photographs: University of Oklahoma, Department of Anthropology

Repousee copper ornaments show that some of the Indians were adept at metal working.

Above and right. Incised pottery show a diversity of forms and decorative motifs. From Spiro Mounds, Oklahoma.



Photographs: Department of Anthropology, University of Oklahoma

Below. Polished stone maces indicate that the Indians were masters of stonecraft. From Spiro Mounds, Oklahoma.

TO SAVE THESE REMAINS ARCHEOLOGISTS ARE RACING AGAINST TIME

Courtesy Dept. of Anthropology, Univ. of Okla.

Typical of the large earthen structures is the Norman Mound, Oklahoma.

Below. In the background can be seen the initial construction of the dam underway at Angostura Reservoir, South Dakota. In the left foreground, the archeologists are busy excavating an early village site.

Photo: Smithsonian Institution

FEDERAL DAMS WILL FLOOD LARGE AREAS

Photo: Bureau of Reclamation

Above. Artist's conception of Boysen Reservoir, Big Horn River, Wyoming. Village, cave and burial sites of different periods are in this area.

Below. Davis Dam, Colorado River, between Arizona and Nevada. This reservoir will flood sites of the little known Patayan Indian culture.

Photo: Bureau of Reclamation

Photographs: Smithsonian Institution

Above. Where the bulldozers are clearing the land, was formerly the site of an ancient Indian village. Medicine Creek Reservoir, Nebraska.

Below. Fortunately, in this case, the archeologists were able to salvage some of this material in advance of construction. Site was located in center foreground, just to the right of the windmill.

Photos: Smithsonian Institution

An emergency situation needs emergency methods to solve it. For the first time, power machinery has been used in archeological excavations to remove the sod and top soil and thus lay bare the remains underneath.

Above. Laying bare village site in Medicine Creek, Nebraska.

Below. Uncovering remains in Angostura Reservoir, South Dakota.

After the bulldozer has cleared the area, the archeologist proceeds by careful hand labor to lay bare the ancient remains.

Impressions left in the ground where ancient posts have rotted away reveal the old house plans of Indian villages in Medicine Creek Reservoir, Nebraska.

Photos: Smithsonian Institution

IN SOME AREAS IT IS ALREADY TOO LATE

Grand Coulee Dam and Reservoir, Washington, where a few small surveys, made just before the waters rose, indicated that a wealth of valuable material and scientific data was being lost forever.

Photo: Bureau of Reclamation

Nobody benefits from asteful digging by unained individuals.

Right. Looted site ar Clarksville, Virnia in the Buggs land reservoir area.

Photo: Carl Miller

IN A FEW AREAS MATERIAL HAS BEEN SAVED

Photo: M. R. Harrington

Photo: Nat. Park Service

Above left. Excavations in the Lake Mead area Nevada. Above right. Today Lake Mead covers this and many other sites excavated.

Careful removal of fragile objects by experienced scientists is necessary. Below. Gently clearing the dirt from a prehistoric burial in the Medicine Creek Reservoir area, Nebraska.

Photo: Smithsonian Institution

Under the River Basin Surveys Program, survey parties locate places containing Indian remains within the reservoir areas. Based on the survey recommendations about ten percent of the more important sites are excavated. At best, only a sample can be obtained before the reservoirs are flooded.

Below. Floor plans of houses in an Indian village in the Medicine Creek Reservoir area, Nebraska.

Photo: Smithsonian Institutio

The archeologist uncovers data of value to the soil conservationist and the agriculturist. Wind-blown dust on top of occupation levels show that there were prehistoric "dust bowls" which plagued the Indians just as recent ones have upset our economy. Above. Dark strata {marked by trowels} interspersed with dust show that Indians twice occupied and twice abandoned this area in the Glendo Reservoir in Wyoming. Below. This ancient hearth in Angostura Reservoir, South Dakota, was covered by more than two feet of loose sand.

Photos: Smithsonian Institution

State and local agencies are cooperating in this Federal Program to salvage the buried story of America's past.

Below. The University of Washington and the Smithsonian Institution cooperative party excavating an Indian house site in O'Sullivan Reservoir area, Washington.

Photo: Smithsonian Institution

Photo: Illinois State Museum, Springfield, Ill.

The materials recovered by this program will be available for State and local museums for the education of all future Americans.

Above. Exhibit case in the Illinois State Museum.

State Park Notes

Compiled by JAMES H. HUSTED, National Park Service

The 1948 annual statistics on state park expenditures, sources of funds, attendance, personnel and land acquisition have been compiled and published by the National Park Service in *State Parks—1948*. Reports submitted by 79 state park agencies in 42 States make this the most complete survey since the series started in 1939. Total expenditures for all agencies reporting reached an all-time high of $32,059,144, an increase of 23 percent over 1947. State expenditures per visitor averaged 30 cents—16 cents for operation and maintenance and 14 cents for capital improvements. A gain of 22 percent over 1947 is shown in revenue derived from operations, which amounted to $5,794,441 in 1948. Total attendance, which exceeded 105,000,000, surpassed 1947 attendance by 13 per cent, not counting attendance at the leased California beaches which is no longer reported. Overnight visitors showed a 19 percent gain. Forty new areas totaling 30,912 acres were acquired in 21 States and additions to 81 existing areas totaling 42,391 acres were acquired in 18 States. Seventy agencies in 41 States reported anticipated 1949 expenditures exceeding $47,000,000.

A center double page spread on "State Parks" in the July issue of *Travel USA* introduced a series of articles on the Nation's state park systems. North Carolina's state parks will be featured in the September edition and others will follow at two-month intervals.

A review of surplus property disposal under Public Law 616, 80th Congress, reveals that by June 20, nine areas totaling 18,859 acres and with a fair value of approximately $600,000, had been applied for by state park agencies in Florida, Maine, Pennsylvania, Rhode Island, South Carolina and Washington. These areas varied in size from less than an acre for Fort Popham Lighthouse in Maine to 8,475 acres for Tobyhanna Military Reservation in Pennsylvania. Seven of these nine areas have been approved for transfer by the disposal agency. The function of disposing of surplus property was transferred on July 1 to the newly created General Services Administration.

The United States Forest Service reported a total of 24,186,454 visitors to all national forests during 1948. The attendance, by types of areas,

was as follows: Campgrounds—3,424,000; picnic areas—6,682,000; winter sports areas—2,417,000; organization camps—325,000; hotels or resorts, 1,972,000; recreation residences—571,000; wilderness areas—213,000; and other forest areas—8,579,000. The Forest Service has developed on national forests 4,500 camp and picnic areas, 230 winter sports areas, and 400 organization camps. There are also 500 resorts and 14,000 summer homes erected under permit. The forests also include 77 wilderness and wild areas, more than 50,000 miles of highways and about 100,000 miles of trails.

The Federal Inter-Agency Committee on Recreation has issued a new bulletin concerning state activities in the field of recreation, entitled *Resume of Recreation Service of State Agencies to Communities—1949*. This is available from the Committee as are previous bulletins on the same general subject.

American University of Washington, D. C., in cooperation with the National Park Service and Colonial Williamsburg, Inc., offered as part of its summer school session, an Institute in the Preservation and Interpretation of Historic Sites and Buildings. Several of those attending represented state and municipal agencies.

The U. S. Travel Division of the National Park Service has issued three additional publications entitled *National Calendar of Events, Summer 1949, Tourist Services for Motorists Offered by Gasoline and Oil Companies* and *U. S. Travel, A Digest.*

Recreation for Millions, by R. K. McNickle was issued in July by Editorial Research Reports, 1205 Nineteenth Street N. W., Washington, D. C. This is a well written report containing sections on "recreation as Social and Economic Force," "Growth of Public Recreation Facilities" and "Policy Problems in Public Recreation." The price is one dollar a copy.

Proceedings of the annual winter meeting of the American Shore and Beach Preservation Association, held in Florida last December, are contained in the April issue of *Shore and Beach*. This edition contains a number of interesting and informative articles, among which are "The Public's Right to Sufficient Beaches," by J. Spencer Smith, President of the Association, "Federal Aid for Shore Protection" by Senator Claude Pepper, and "Federal Policies on Beach Erosion" by Lieutenant Colonel William B. Stelzemuller of the Beach Erosion Board.

A new section called "State News Notes" appeared for the first time in the July issue of *Recreation*. It contains several items about recreation services and activities performed by various state governments.

The June issue of *Recreation*, called the "Recreation Year Book," contains a record of the expenditures, facilities, personnel and services of local recreation agencies for 1948.

The editorial in the July issue of *Park Maintenance,* entitled "Employment Dip and the Park Departments Opportunity," discusses the need for advance planning for parks and other recreational facilities. The editor quotes Major General Philip B. Fleming, former Administrator of the Federal Works Agency as saying ". . . For many reasons I think it is essential to have a much larger reserve of state and local public works than we now have."

The June *Parks and Recreation* contains two articles valuable to park men, one called "Mosquitoes can be Controlled in Recreational Areas" and the other "What Price Park Trees." Two articles of interest in the July issue are: "Park and Recreation Week Activity—A Resume" and "The Intrepretation of Nature," which consists primarily of a bibliography.

Alabama. Fort Morgan State Park will soon have an airport to accommodate small, private planes and also a seaplane base for that kind of plane. This unusual development is reported in the June issue of *Alabama Conservation.* The article states that "It is possibly the only airport where a pilot can land within walking distance of a place to eat and sleep, the Fort Morgan Inn, as well as a place to fish or swim."

California. This is Gold Rush Centennial year. Heading the list of centennial celebrations was the one held at Columbia State Park on July 15, 16 and 17. Featured attraction was a pageant entitled "A Golden Century," which re-enacted the life and times of the gold miners of a century ago. Other attractions during the celebration included a mock stage hold-up, a re-enactment of the "change of horses" by pony express riders, and a three and one-half mile parade consisting of old-time vehicles, mounted horsemen and hundreds of people garbed in costumes of that generation.

Joseph R. Knowland, Chairman of the California State Park Commission, has an article, "Roadside Picnic Grounds," in the June issue of *California, Magazine of the Pacific* in which he points out the value and need of a system of roadside parks in California. This is one of the few States which has an important travel and recreation industry which does not provide this type of facility.

According to the June issue of *News and Views,* California grossed about $700,000,000 from its travel industry last year, and tied Florida being second only to New York with its estimated $1,000,000,000 travel income. Pennsylvania was fourth with $600,000,000 and Ohio and Michigan tied for fifth place with $500,000,000 each.

The *National Parks Magazine* for April-June carries an article called "The Mount San Jacinto Tramway Scheme" by Guy L. Fleming which describes the history and present situation with reference to this controversial development at Mount San Jacinto State Park.

Connecticut. The State Park and Forest Commission recently revised its classification of areas changing some state parks to forests and changing those state forests where recreation has proved to be the dominant factor to state parks. Also, in several cases, two or more parks have been combined to form larger areas. As a result, the Connecticut State Park System now includes 43 state parks with a total area of 15,370 acres.

Florida. The 1949 Legislature established a Florida Board of Parks and Historic Memorials to supervise the activities of the Florida Park Service which was formerly under control of the Florida Board of Forestry and Parks. The Board consists of five members appointed by the Governor, who serve without compensation for four-year terms. John D. Pennekamp, associate editor of the *Miami Herald*, and a former member of the Everglades National Park Commission, has been named chairman. The act also establishes five park regions, provides for the creation of local advisory boards for each park and memorial, defines the duties and powers of the Board, creates a "State Park Fund" and transfers to the Board all historical areas except the Stephen Foster Memorial.

Lewis G. Scoggin, Director of State Parks, has written an important article about pollution of swimming areas entitled "No Swimming" which appears in the July issue of *Recreation.*

Idaho. The 1949 Legislature transferred the supervision of Heyburn State Park, from the Bureau of Highways to the State Land Department, effective July 1. Edward Woozley, Commissioner of this Department, will now be responsible for all state park matters.

Indiana. "Indiana's 16th State Park—Whitewater Memorial," an article dealing with the selection of a site and factors to be considered in designing a dam, is contained in the June issue of *Outdoor Indiana.*

Iowa. "Patterns for State Parks" by Tom Wallace, Chairman of the Board of Directors, National Conference on State Parks, is the lead article in the June issue of *Iowa Conservationist.*

The Iowa Poll, conducted by the *Des Moines Register*, shows that 54 percent of small town residents visited an Iowa State Park last year while only 39 percent of the city residents and 45 percent of those living on farms visited the parks. The majority who visited parks last year did not travel more than 50 miles from their homes to reach the parks. Eight out of ten found no fault with the parks they had seen. In answer to the question "Would you be willing to pay a small gate fee at a state park to provide more money for better park service?", 60 percent answered "Yes," 29 percent "No" and 11 percent were undecided. The data from this poll are given in the June issue of *Iowa Conservationist.*

Kentucky. The new program of constructing hotels and vacation cabins in state parks is described in the article, "Opportunities for

Enjoyment are Expanded at Kentucky State Parks," in the summer edition of *In Kentucky*. Other interesting articles include "State Park Airport Draws Attention," "Pennyrile Park Offers Numerous Facilities" and "Kentucky Ridge Forest is Vacationing Paradise."

Louisiana. Sidney Staring has been named Director for the State Parks Commission. William W. Wells is now the Assistant Director.

Maine. The 1949 Legislature appropriated $181,225 for the development of state park facilities, the first to be appropriated for this purpose since the war. Present plans call for the expansion of most areas, construction of several bathhouses, recreation buildings, water and sewerage systems, and development of Reid State Park, a new area recently donated to the State.

Fort Popham Lighthouse, with an area of less than one acre, was transferred to the State on May 16 by the War Assets Administration under the provisions of Public Law 616, 80th Congress. This area will be added to the Fort Popham Memorial.

Michigan. *Michigan Conservation* for July–August featured several interesting articles about state parks and recreation areas. Arthur C. Elmer, Chief, Parks and Recreation Division, wrote the lead article entitled "Parks and Recreation Areas, Present and Future." Other articles are: "What do the State Parks Offer," "Room to Roam," and "Public Fishing Sites." A location map, together with illustrations of state parks, is the featured center spread of the magazine.

Missouri. Missouri was selected as the State whose state parks would be described in the *Ford Times* brochure entitled *Outdoors—U. S. A.* This excellent 32-page booklet, which was prepared for Park and Recreation Week, also contained articles on national parks, national forests, and municipal parks and a general article on parks and recreation.

New Jersey. Charles R. Erdman, Jr., has been appointed Commissioner of the Department of Conservation and Economic Development, which is one of the 14 principal departments of the State government resulting from the reorganization of last January. C. P. Wilber, State Forester, is in charge of the newly-created Section of Forestry, Parks and Historic Sites. The Bureau of State Parks, which comes under Mr. Wilber's Section is headed by T. W. Haight.

New York. "The Girl from Jones Beach" is the title of a current first run Warner Bros. movie. World famous Jones Beach State Park was 20 years old on August 4. It is expected that this will be a banner year with attendance running over 6 million and a revenue of nearly a million dollars. In addition to its outstanding stretch of ocean front, Jones Beach provides many types of organized activities including roller skating exhibitions, surfboard water polo games, boys' day, girls' day, children's day, circus day, high school band concerts, water ballet shows and other special events.

New York State Parks, Twenty-Fifth Anniversary Report, a beautifully illustrated booklet containing a brief history of the State park system and maps and pictures of areas in each of the ten park regions, has been released by the Division of Parks of the Conservation Department.

The Division of State Publicity of the Department of Commerce has issued a 192-page book called New York State Vacationlands which is a complete guidebook to the State. A section called "State Park Facilities" is included for each region in the State.

According to the June–July issue of the *New York State Conservationist,* the Adirondacks Historical Association, Inc., is constructing a museum in Blue Mountain Lake for the purpose of housing Adirondacks memorabilia. The exhibits will be divided into four periods: (1) Indian mementos, with items of the trappers and hunters; (2) the lumbering period, showing native woods and a complete picture of how the Adirondacks were lumbered; (3) the transportation period, with the guide boat, the tally-ho and the railroads; and (4) the resort period, with a complete collection of prints of the old time inns and associated items.

The Cornell Plantations, summer issue, carries an article by Herbert Blanche, "Plantings in the Finger Lakes State Park" with a listing of plants native to New York State.

Plans have been drafted by the Conservation Department for the development of a large public beach on Lake George, which will cost about $600,000. The work this year will include grading, drainage and construction of a tunnel under the highway between the beach and Lake George Battlefield State Park, where bathhouses and parking facilities will be provided next year. The existing highway will be moved back to permit expansion of the beach, which will accommodate about 4,500 bathers when completed.

North Carolina. Thomas W. Morse, Superintendent of State Parks, reports that the 1949 General Assembly appropriated $1,074,144 for permanent improvements in state parks which will be available until expended. Most of this money will be used for day-use facilities, including combined recreation lodges and restaurants, museums, and picnic grounds. A 35-room hotel at Mt. Mitchell State Park and tent and trailer campgrounds at several areas are also planned.

Ohio. "Approximately 2,000,000 persons visited Ohio's 52 state memorials and the Ohio State Museum in Columbus during the past year," according to the 1948 annual report of the Ohio State Archaeological and Historical Society. The Society also reported many other activities such as archaeological explorations, giving instruction in history to over a quarter of a million people, making natural history collecting trips, microfilming rare material, and sending out loan collections to schools.

The Harriet Beecher Stowe House was dedicated as a state memorial on June 14. The house has been repaired, redecorated and converted

to a museum dedicated to the history of the Negro in the United States and particularly in Ohio.

The Ohio State Archaeological and Historical Society recently completely excavated the first Adena house site found in Ohio, according to an article in the July issue of *Museum Echoes*. A total of eighteen burials were recovered, together with the usual grave furniture, remains of various types of food, portions of the house structure and other artifacts. The excavation was made at this time because the Cowan Creek Reservoir would have soon inundated this site.

An informative article entitled "Combating Lake Shore Erosion" by John F. Cantwell, Speaker of the House, Ohio Legislature, is contained in the June issue of *State Government*. A five-point program aimed at this objective is described.

Oregon. "Three Wilderness Parks in Oregon," an article describing Saddle Mountain, Short Sand Beach and Cape Lookout state parks, is featured in the spring issue of *The Living Wilderness*.

Pennsylvania. "Pennsylvania's New State Park Program" by Walter L. Wirth, Assistant Director, Bureau of Parks, describes the policies which have been adopted in reorganizing the State park system. He lists the priority for developments as follows: day-use areas, tent and trailer camping, organized camps, family group picnic areas, rental cabins, nature trails and museums, bridle trails and winter sports areas.

Tennessee. S. C. Taylor has succeeded B. R. Allison as Director of the Division of State Parks.

Gordon R. Clapp, Chairman, Tennessee Valley Authority, describe the present situation with regard to fishing, wildlife, pollution and other phases of conservation on TVA lands in an article in the May–June issue of *The Tennessee Conservationist* entitled "Clapp Tells of TVA Waters."

Texas. On May 16, eight historical parks, formerly administered by separate commissions but under the control and custody of the State Board of Control, were transferred to the Texas State Parks Board by an act of the Texas Legislature. Exempted from this transfer, however, were Fannin State Park, San Jacinto State Park and the Battleship Texas, now a state shrine.

A descriptive folder called *A Pictorial Map of Texas State Parks* has recently been issued by the Texas State Parks Board.

A three-months' treasure hunt was staged at Palo Duro Canyon State Park during the summer. On May 28, 10,000 goldine coins were dropped from an airplane into the park and, following a full dressed Indian ceremony, thousands of gold seekers poured into the park to hunt for the magic coins. All the coins were numbered and each one ending in "7" was good for one of the 1,000 prizes offered. A Chevrolet sedan will be the grand prize. A four-page, full-sized newspaper about the park and the treasure hunt was published the day the coins were dropped.

The Texas State Park Board received an appropriation of $640,172 for the coming biennium from a park-conscious Legislature, the most liberal appropriation of its history. Specific rehabilitation and construction items were included for eight of the areas, with group camp facilities being planned for several of them.

Hall Logan has succeeded the late Weaver H. Baker as Chairman of the Texas State Board of Control.

Virginia. One of the important attractions at famed Williamsburg is the presentation of the historical play, *The Common Glory*, by Paul Green, at the amphitheater in Mataoka State Park. This dramatic interpretation of early American history and the writing of the Declaration of Independence is being presented nightly except Monday from July 1 to September 4, with a cast selected from ten different States, England and France.

Washington. The Washington State Federation of Women's Clubs, acting jointly with the State Park and Recreation Commission, dedicated the new Women's Federation Forest as an area of the State park system on July 16. The events leading up to this dedication are interesting. In 1928, after two years of a fund raising campaign, this organization purchased and donated to the State, a 63-acre tract of Douglas Fir stretching along either side of U. S. Highway 410 leading from Mt. Rainier National Park to Enumclaw. After a series of disasters, culminating in a windthrow in 1938, the mutilated park was sold, after an act of the Legislature legalized the procedure, and the money was used to purchase another Federation Forest. In 1941, 251 acres were acquired and, with the aid of State funds, the park has been increased to its present size of 568 acres.

The State Parks and Recreation Commission's appropriation for the next biennium includes approximately $80,000 for recreation consultant service. The Legislature again appropriated funds for the Office of Public Instruction's extensive program of State aid to school districts for community recreation programs, amounting to $250,000 for the biennium.

STATE PARK CONFERENCE

The 29th Annual Meeting of the National Conference on State Parks was held September 17–20 in Detroit, Michigan, with headquarters at the Statler Hotel. The hosts were the Michigan Department of Conservation, Parks and Recreation Division, and the Huron-Clinton Metropolitan Authority. The date was selected to fall between the National Recreation Conference which was held in New Orleans September 12–16 and the Annual Convention of the American Institute of Park Executives which was held in Detroit September 20–23. At a joint session of the Park Executives and the Conference on September 20, Newton B. Drury addressed the delegates. An extensive inspection tour of regional parks and recreation areas was arranged for Sunday, September 18.

Statement of James F. Evans, Former President of the National Conference on State Parks,

Now Chairman of its Committee on Legislation, and Director of State Parks ,New York. Presented on Tuesday, June 7, 1949.

Re:- H. R. 2026—2025—2284—2408—3953. To authorize the Federal Security Administrator to assist the States in the development of Community Recreation programs for the people of the United States. Before the sub-Committee of the Committee on Education and Labor, House of Representatives.

The National Conference on State Parks, composed of citizens and officials concerned with the development of adequate state park systems, has, since its organization in 1921, carried on an educational program on state parks and recreation. In addition to current news items in PLANNING AND CIVIC COMMENT, it issued during the 40's two Year Books and a 25th Anniversary Year Book on State Parks and Recreation.

Many of its officers and members participated in the extensive CCC program under which the National Park Service was delegated to deal with state agencies to develop more adequate recreational facilities on Federal, state and local parks. Out of the emergency CCC program grew the demands which resulted in the adoption by Congress in 1936 of Public Law 770½, to authorize the National Park Service to make surveys of park, parkway and recreational areas under the jurisdiction of Federal, state and local agencies. This authorization is somewhat similar to the authorization now contained in H. R. 2026.

The surveys and reports published by the National Park Service during the years immediately following the passage of P. L. 770½ were very useful and should be continued. It was only when appropriations were withheld in the war and post-war years that the National Conference on State Parks undertook to continue the Year Books.

I am sure that the State Park agencies have already accustomed themselves to cooperation with the National Park Service and that if appropriations were to be made available for a resumption of activities, this would be found to be a most economical and efficient method of promoting sound park and recreational programs. If the law needs broadening, this can be accomplished in the light of actual experience.

Our Conference has always thought that Federal Service and Aid of this sort should be channeled directly to the States and through them to local communities, since in this way the States are stimulated and strengthened and the communities come to depend upon the State Governments rather than the Federal Government for inspiration and coordination of programs.

In 1946 when a similar bill was under consideration—Harold Lathrop, then President of the National Conference on State Parks, sent out letters to all State Park Authorities. Of the 35 who replied—28 opposed the bill, one was for it, and the others had no authority to express an opinion. We believe that the State Park Authorities are generally opposed to this bill, and our Board

has voted against similar bills on several occasions.

We note the provisions in H. R. 2026 that this Act shall not limit or impair the authority or responsibilty of any department or agency of the Federal Government under any other Act or interfere with the initiative or autonomy of States or communities. It would appear that the new agency would be faced with a dilemma—either to operate as an auxiliary bureau to those already in existence, or to encroach on activities already being carried on. We submit that by the language of the Bill Congress is in fact duplicating in large part an authorization already made in P. L. 770½, albeit not implemented with adequate appropriations in recent years.

We have sat in with some of the groups supporting this proposal and in the beginning we found a most woeful lack of information concerning what was already being done in various Federal agencies. We have learned a great deal, and so, no doubt have others, from the Federal Inter-Agency Committee on Recreation, which was set up as a clearing house of information concerning the activities of the Federal agencies, but which has been handicapped for lack of funds. The Committee has brought together eight Federal agencies which are primarily concerned with recreation—Office of Education, Children's Bureau, Agricultural Extension Service, Forest Service, Fish and Wildlife Service, National Park Service, Corps of Engineers, Public Housing Administration. It has also been instrumental in the establishment of several State Inter-Agency Committees on Recreation and it is hoped that this example will be followed in most of the States.

We are agreed, I take it, that the Federal Inter-Agency Committee on Recreation should be continued, as recommended by the Hoover Task Force on Public Welfare, based on an impartial study of the Brookings Institution, and that it will be supported with funds as provided in H. R. 892, introduced into Congress by Mr. Peterson last January.

We submit that we already have a multiplicity of Federal Agencies concerned with Recreation and that coordination can be more effectively secured by the Inter-Agency Committee than by the establishment of an entirely new agency in one Department, which would inevitably, in spite of restrictions in the Act, overlap functions already authorized by Congress. So far as the technical and advisory service and the collection, publication and distribution of specialized information goes, we think that an excellent start was made in the National Park Service, which, without further authorization, but with comparatively modest appropriations, could be developed efficiently and economically to render an acknowledged need.

Therefore, in view of Congressional authorizations, Federal Agencies, and private organizations already in existence, we see no good reason why Congress should pass H. R. 2026, and similar Bills, which would inevitably confuse the situation, promote duplication and lead to ever-increasing obligations for appropriations.

The National Recreation Association Testified on H. R. 2026

At the hearing before the Sub-Committee on Education and Labor of the House of Representatives, Thomas E. Rivers presented the statement on behalf of the National Recreation Association which, supported by voluntary contributions for 43 years, has served as the clearing house of information and experience for the recreation forces of the Nation. After outlining the history and achievements of the Association, he presented the following conclusions concerning the pending legislation to create a new Federal agency for Recreation:

1. It is obviously so highly controversial that the answer cannot be so simple and clear cut as the proponents state.

2. Important as recreation is, and we believe in its importance one hundred percent, there are now public and private, national and local, Federal and state sources where information and help can be secured by communities really ready to go ahead in recreation.

3. This bill goes contrary to the basic beliefs brought out by the long, careful, impartial study made by the National Recreation Association.

4. Federal recreation bills H. R. 2026 and the identical bills under other numbers in this session of the House and Senate were not in the list of administration bills approved by the President.

5. The Hoover Commission's non-partisan, independent analysis of the problem considered recreation as an existing function of the Federal Government, recommended continuance of the Federal Inter-Agency Committee on Recreation, considered and rejected the idea of a separate Federal recreation bureau in the Federal Security Agency.

From Professor Shepherd's Note Book Down Under

Professor Harry Shepherd, of the University of California, and Chairman of the California Chapter of APCA, wrote us from Melbourne that the University of Sydney this year established a course in Town and Country Planning under Professor Dennis Winston who was born in Liverpool and received his training at the University of Liverpool under Sir Patrick Abercrombie. He studied Landscape Architecture and Highway Planning at Harvard University and worked in the Office of Corbett, Harrison and MacMurry in New York City. He has visited most of the continental countries, including Russia, to study housing.

Also from Professor Shepherd we learn of the plans for the *G. V. Brooks Community High School in Tasmania.* The Principal is R. L. Whitford of Newnham Hall, Launceston, Tasmania. He has built classrooms in individual buildings which they refer to as Homes. The school has 179 acres and 44 acres are reserved for athletic fields. They

expect to have a community hall and theatre and intend to cooperate with various industries which are being established nearby. The student body is already about 400, although the school has been opened less than two years.

Perth is a beautiful city on the banks of the Swan River, 12 miles from the port of Freemantle on the shores of the Indian Ocean. The region is blest with a 30-inch rainfall and a climate as equitable as San Diego. The region is rich in endemic flora of unusual and interesting color and form. Most of the soil is sand to sandy loam and very productive.

Mr. D. L. Davidson, Commissioner of Town Planning, Perth, West Australia, has served as Commissioner since 1929, under an Act of 1928 on Town and Development relating to Planning and Development of Land for urban, suburban and rural purposes. Mr. Davidson operates under a Town Planning Board, consisting of three members appointed by the Governor for a period of three years. The three members are directed to be an architect, an engineer or surveyor and a person appointed by reason of his ability to deal in business matters. The Commissioner is appointed for a period of five years and is eligible for reappointment. The Act governs Town Planning in the State of West Australia, the largest State in the World, being one-third the size of the Continent of Australia, and, incidentally, one-third the size of the U. S. A. Under the Act, a local authority may prepare a planning scheme with reference to any land within its district but the planning scheme does not have effect until it is approved by the Minister of Works. In case the local authority has failed to present a satisfactory planning scheme, the Minister may order such to be made, and when approved, the execution of such planning scheme shall be completed as directed by the Minister. If a local authority is dissatisfied with modifications of a planning scheme, it may within 28 days appeal against the order of the Minister to a Judge, who may confirm, vary or annul the Minister's order and the decision of the Judge is final. Commissioner Davidson reported that he did not approve a subdivision unless 25 percent was reserved for parks, recreation and schools. He also insists on at least 7500 square feet minimum for lots. The setback is usually 25 to 30 feet. The streets or rights of way are of 60 feet minimum width. Most of the new houses are of brick, stone or stucco, with tile roofing.

Melbourne has a fine park system under Mr. J. S. Owens, Park Superintendent. Out of 7,000 acres in the city proper, 2281 acres are devoted to parks and recreation. The Park Superintendent also cares for 6,000 street trees. For park and tree work there are 300 employees.

Adelaide was well laid out in 1838 by Col. Light, an engineer with vision and good taste. He provided a central business district of one mile square and a Green Border of 2,000 acres. Some land has been used for the Government House, University and Botanical Garden (over 100 acres), but there are still 1,700 acres in a green belt. This appears to be the earliest green belt,

but in his time Col. Light was considered visionary and impractical.

In our travels, writes Professor Shepherd, *we saw some tall trees,* nearly 300 feet high and very beautiful. They are the Karri Gum (Eucalyptos diversicolor) and the Jarrah (principal timber in West Australia). We saw the tallest Tower Tree in the world—200 feet. We saw a Eucalyptos Regnans, called Mountain Ash, in Victoria Forest, 301½ feet tall and a little over six feet in diameter.

Commentaries

The City of Seattle, Washington, has announced a new public relations program under the auspices of the recently organized Civic Promotion Commission. The Civic Promotion Commission is now in process of developing an official group to head the city's centennial observance scheduled for 1951. The commission was established by ordinance to "establish and determine methods for the gathering and disseminating to the public information and facts relative to the operation of the various departments of the city government."

A Comprehensive Plan for East Midtown Manhattan is the title of a valuable article by Robert C. Weinberg, Member of New York Chapter's Committee on Civic Design and Development of the American Institute of Architects, which appeared in the July 1949 Journal of the AIA. This Plan was developed by the N. Y. Chapter and other civic groups as a protest against proposals put forth by the City for the neighborhood of United Nations' Headquarters. This plan is being formally presented to the City Planning Commission and the Board of Estimate. Copies of the report are available to the general public at $1 per copy, obtainable from the New York Chapter office, 115 East 40th Street, New York, N. Y.

Plans for a scenic parkway along the Chesapeake and Ohio Canal between Georgetown and Cumberland have been endorsed by the Chairman of the Cumberland Municipal Planning and Zoning Commission. The project contemplates development of the old terminal in the central part of Cumberland as a recreational center and a site for a museum in which relics of the Canal and other items of historic interest would be displayed.

Earl O. Mills reports that after two years of intensive study by the Planning Commission, the city of Richmond, California, by unanimous action has adopted a new, modern, comprehensive zoning ordinance. The new ordinance which supersedes one adopted 26 years ago includes many desirable features such as including nine districts and such modern regulations as transitional uses, approval of the Commission for the location of schools and churches in dwelling districts, areas for garden apartments and neighborhood shops, distinction between Board of Adjustment matters and "conditional uses" to be approved by the Plan Commission for airports, institutions, large scale neighborhood projects and the like, off-street parking and last but not least, removal of nonconforming uses after a fixed period of years. Richmond was one of the Nation's most active communities during the late war. Mr. Mills has directed the preparation of the zoning ordinance.

A book that has long been anticipated and on a subject hitherto neglected is

'Pierre Charles L'Enfant, Planner of the City Beautiful," a complete story of the life of this great city planner of the National Capital. The author is H. Paul Caemmerer, Ph.D., Secretary of the National Commission of Fine Arts, a recognized authority on the history of the City of Washington. Mr. Caemmerer has put seven years of painstaking research into the preparation of this volume which will be ready for distribution by April 1950, a date which will mark the 150th anniversary of the establishment of the seat of Federal government in the District of Columbia. Over the years, there has been an increasing demand for biographical information concerning L'Enfant, chosen by George Washington in the year 1791 to prepare a plan for the Capital City of the United States,—the Federal City, as he called it. Orders for the volume should be placed at once. The price is $10.00 per copy and checks should be drawn payable to Mr. Caemmerer.

In June 1949, the Baltimore County Planning Commission issued a Memorandum Report on Residential Communities in Baltimore County, which is a preliminary analysis of boundaries and populations in the various community areas. The population of Baltimore County has increased approximately 100,000 in the last eight years. A total estimate for the County is approximately 262,500. As the Master Plan visualizes the organization of its urbanized portions on the basis of primarily residential communities, each composed of several neighborhoods, this analysis is valuable in visualizing the approximate extent and character of the major communities.

The June–July issue of The Builder, official publication of Wallace E. Johnson, Inc., of Memphis, Tenn., calls attention to the talk of Mrs. Wallace E. Johnson, secretary-treasurer of the firm, on the story of private housing given before the National Citizens Conference on Community Planning of the APCA at Oklahoma City.

More than 1,000 citizens of Carlsbad, N. M. have protested the proposal of the city council to build a new fire station on the corner of Library Park. Horace M. Albright, President of the U. S. Potash Company, which operates a plant in Carlsbad, has written to the Daily *Current-Argus* protesting the decision of the city council. He recalls the case of Central Park in New York with 60 efforts to build public or private structures in the area with only one succeeding, the Metropolitan Museum of Art. The APCA through its long history has had occasion to oppose the use of park areas for sites for public buildings.

Zoning in New York State, a 145-page guide to assist communities in preparing zoning surveys and ordinances, was issued August 23 by the New York State Department of Commerce.

This booklet has been prepared to aid communities in planning their improvements in line with accepted and legal practices in zoning in cities, towns and villages.

In a foreword Commissioner Harold Keller states the guide is a practical handbook for local officials and is designed to answer frequent inquiries received by the State Department of Commerce on the subject of municipal zoning.

"Those inquiring," he said, "have been cautioned against the slavish copying of ordinances of other municipalities, even neighboring ones. The necessity for individual study has been emphasized. These precautions are reiterated."

The booklet provides local zoning commissioners and municipal attorneys with sample zoning ordinances which have undergone practical tests and will aid communities in designing regulations fitting their individual requirements. The text has been extensively revised since 1946, when a preliminary edition was issued.

Copies of the guide may be obtained free by writing to the New York State Department of Commerce, 112 State Street, Albany 7, New York.

Planning and Civic Comment

The creation of a Department of Planning in El Paso, was recently announced by Mayor Dan L. P. Duke. Creation of the new department was approved unanimously by an economy minded council. The move is designed to insure better consideration of municipal problems by separating the planning and engineering functions. City Plan Engineer Walter E. Stockwell will supervise planning activities as he has done since 1923. It was then that he was appointed Secretary-Engineer to El Paso's first City Planning Commission. Assisting Mr. Stockwell as Associate Planner will be V. L. Mike Mahoney, who joined the El Paso staff last September as Assistant City Plan Engineer. Formerly, Mr. Mahoney was planning technician in Tucson, Arizona. A recent addition to the staff is William S. Bonner as Senior Planning Analyst. Mr. Bonner is the son of J. Franklin Bonner, a graduate of the planning school of the University of North Carolina and was previously employed as Research Assistant at the Institute of Community Development, University of Oklahoma.

The 1949 *Annual Meeting* of the National Council for Historic Sites and Buildings will be held October 12–14 at Williamsburg, Va. Through the efforts of Kenneth Chorley, the Council's Vice President, who is President of Colonial Williamsburg, arrangements are being made for an interesting program which will include the annual dinner on the evening of October 13.

The spirit and influence of Dr. J. Horace McFarland lives on in the last book to come from the pen of America's great rose gardener. Intimate stories of Breeze Hill, told by the late Dr. McFarland himself, are contained in this 160 page book, with 22-full-page photographs and a full color jacket. R. C. Allen, executive Secretary of the American Rose Society, has contributed an introduction and there is a biographical essay by Robert Rodale. The price is $3.00 and may be ordered from the McFarland Company at Harrisburg, Pa.

From Ohio comes the Hamilton County Regional Planning Commission's Annual Progress Report for 1949. Joint participation with the Rural Zoning Commission in the preparation of county zoning plans and regulations, the general assistance rendered to municipal planning commissions and civic organizations in suggesting planning programs, discussion of zoning administration difficulties and recommendations for playground expansion, presented in the Report, make it apparent that this Commission is a most useful service agency for the Hamilton County region.

Summary of Proceedings for the Third Annual Community Planning Institute, sponsored by the Indiana Economic Council and held at Turkey Run Inn, April 11–13 has been published and distributed. Well attended, this Institute was most informative and the wide range of subjects indicates the keen local interest in solving planning problems in Indiana.

The 22nd Annual Report of the City Plan and Zoning Commission of Des Moines to cover the period 1944–49 is now available. In 1938 the City of Des Moines entered into a contract with Harland Bartholomew, who prepared the original plan, to revise and bring up to date the entire comprehensive plan for Des Moines. A proposed new zoning ordinance is awaiting official adoption. This complete report includes detailed reports of various committees, personnel of the Commission and standing committees, financial report and reproductions of enabling legislation under which the Commission operates. A very useful report!

The Community Development Division of the Georgia Power Company has issued a most interesting kit of pamphlets to encourage Georgia communi-

ties to undertake improvement programs. The pamphlets include: A Wartime Program for Georgia's Peacetime Progress, Let's Build a Better Home Town, Pattern for Georgia Better Home Towns, Working Manual for Georgia Better Home Towns Committees, How? The ABCs of A Better Home Town, Georgia's Parade of Progress through Community Development, Georgia on the March, Georgia's Opportunity, These We Need—A Pictorial Summary of 7,363 letters received in the Georgia Better Home Towns Tourist Contest. The 1949 Home Town Contest, announces $4,500 in cash—two $1,000 top prizes, $750 second prizes and $500 third prizes, to the towns that show the greatest accomplishments in Georgia's Parade of Progress.

Watch Service Report

National Parks

H. R. 1357–S. 292 (Fellows-Brewster) Establishes the St. Croix National Monument in Maine. Passed Senate May 31, passed House March 31. Public Law No. 87.

H. R. 1997 (Peterson) introduced Jan. 31. Provides authority for making a survey of the proposed Mississippi River national parkway so that its feasibility may be determined by Congress. Passed House April 4, passed Senate Aug. 9. Public Law No. 262.

H. R. 2877 (Regan) introduced Feb. 21. Authorizes the acquisition and addition of four sections of land to the Big Bend National Park in Texas, correcting an error that was made previously in establishing the park's boundary line. The land in question permits the development by the Park Service of a road approach and entry. Passed House March 21, passed Senate August 9. Public Law No. 276.

H. R. 3440 (Hill) introduced March 10. For the addition of certain lands to the Rocky Mountain National Park, Colorado. Addition of lands will revise boundary in connection with eastern approach roads and existing Bear Lake and Trail Ridge roads. Passed House May 2. Reported to Senate July 25.

H. R. 3926 (Case) introduced March 31. To rename a game sanctuary in the Harney National Forest. Transfers land to become part of an existing game sanctuary and renames the sanctuary "Norbeck Wildlife Preserve." Senator Peter Norbeck, whom this bill honors, was Governor of South Dakota and while in that office started the game sanctuary. When in the Senate, he was a member of the Senate Special Committee on Conservation of Wildlife Resources. From 1930–36 he served as a member of the Board of Directors of the National Conference on State Parks. Passed House Aug. 1.

H. R. 5170 (Peterson) introduced June 15. To further the policy enunciated in the Historic Sites Act and to facilitate public participation in the preservation of sites, buildings, and objects of national significance or interest and providing a national trust for historic preservation. Reported with amendment June 20. Passed House July 6.

S. 75 (Hayden and McFarland) introduced Jan. 5. Authorizes the construction of a multipurpose project known as the "Bridge Canyon Project" which includes a dam and other works on the Colorado River in Northwestern Arizona, works in central Arizona and a dam and works in New Mexico. The project which would provide irrigation water for more than 725,000 acres in Arizona and New Mexico would furnish an installed capacity of about 770,100 kilowatts of power. The project which was approved by the Department of the Interior was based on the Report of the Central Arizona Project which stipulated a maximum elevation for the top of the dam at 1,877 feet; but the bill uses the language "not less than 1,877 feet" which would permit a higher dam and a greater flooded area in Grand Canyon National Park. The bill should conform to the provisions of the original Report on Central Arizona. The bill authorizes the construction of appurtenant dams and incidental works above Bridge Canyon. The language of the bill is so all embracing that it might be interpreted to authorize construction of the controversial Marble Canyon-Kanab Creek Hydroelectrical Development, which would result in diversion of nearly all of the water of the Colorado River around Grand Canyon National Park and this proposed diversion would impair the Park and detract from the pleasure of park visitors. Certainly the bill should be amended to eliminate any chance of authorization of Marble Canyon-Kanab Creek diversion and the Bridge Canyon dam should be held to the 1,877 foot maximum, originally proposed.

S. 2274 (Anderson) introduced July 18. Provides for the addition of certain lands to El Morro National Monument in the State of New Mexico. Approximately 1,038 acres are involved. Referred to the Committee on Interior and Insular Affairs.

S. 2275 (Anderson)–H. R.5620 (Fernandez) introduced July 18 and July 13. Permits the use for public purposes of certain land in Hot Springs, New Mexico, for the maintenance of bathhouses, hotels and other improvements for the accommodation of the public. Referred to the Committee on Interior and Insular Affairs.

S. 1283 (McCarran) introduced March 16; H. R. 4587 (Crosser) introduced May 9. The Crosser Bill authorizes the Secretary of the Interior to acquire, construct, operate and maintain public airports in close proximity to national parks, national monuments and national recreation areas, when they are determined by the Secretary to be necessary to the proper performance of the functions of the Department of the Interior, but only after such airports have been included in the current revision of the national airport plan of the Administrator of Civil Aeronautics. So far so good, always assuming that the Secretary of the Interior would approve only those airports where the arriving and departing planes would not interfere with the peace and quiet of the visitors within the national parks. But the Bill also authorizes an amendment to the Federal Airport Act regarding the development of airports *in* or in close proximity to national parks and similar areas. The provision for airports *in* national parks was included because there are existing airports in a national monument in Alaska and other outlying posts; but the safeguards in the Bill promise to be sufficient to protect the national park system from new airports. The American Planning and Civic Association would also like to see regulation of the air over national parks which would prohibit regular commercial routes over parks and would establish a minimum below which private planes would not be permitted to fly.

Federal City

H. R. 2214 (Sasscer) introduced Feb. 2. Provides for the development, administration and maintenance of the Suitland Parkway in the State of Maryland as extensions of the park system of the District of Columbia and its environs by the Secretary of the Interior. This bill provides for a transfer of property of land to be used for park purposes. Passed House June 20, passed Senate August 9. Signed by the President August 17. Public Law No. 242.

S. 1527 (Kefauver) introduced April 7. To provide for Home rule and reorganization in the District of Columbia. Passed Senate May 31. Hearings have been held by the Judiciary Subcommittee of the Committee on the District of Columbia of the House on the Kefauver Bill together with H. R. 28 (Auchincloss) introduced Jan. 3; H. R. 4981 (Klein) introduced June 2; and H. R. 2505 (Marcantonio) introduced Feb. 8—all to provide for home rule and reorganization in the District of Columbia. See statement of Committee on 100 in this issue, also editorial.

S. 1931 (McGrath)—H. R. 4848 (McMillan) introduced May 24 and 25. To amend the act of 1924, as amended, relating to the National Capital Park and Planning Commission. Reported by Senate Committee on District of Columbia with amendment on July 6. This is a most important measure, the result of years of careful research by the Bureau of the Budget.

H. R. 4476 (Sasscer) introduced May 2. To provide for a commission to determine the need for coordinated regional planning and action in the metropolitan area of the District of Columbia with respect to tax legislation and other matters. A survey leading to cooperation and coordination in taxes and other administrative matters in the District of Columbia and nearby jurisdictions in Maryland and Virginia is desirable, but any reference to coordination of planning in the bill should be deleted as H. R. 4848-S. 1931, now pending in Congress provides for sound cooperation and coordination in the planning field.

S. 2466 (Tydings, O'Conor) introduced Aug. 22. A bill to provide for the development, administration and maintenance of the Baltimore–Washington Parkway in Maryland as an extension of the park system of the District of Columbia. Referred to the Committee on Public Works.

State Parks

H. R. 2025, H. R. 2026, H. R. 2224 and S. 250 (Hagen, Kelley, Buchanan of the House and Senators Thomas, Murray, Magnuson and Aiken,) introduced Feb. 3, Jan. 31, Feb. 3 and Jan. 6, are similar bills to authorize the Federal Security Administrator to assist the States in the development of community recreation programs for the people of the U. S. The National Conference on State Parks, after circularizing state park authorities, testified at the Congressional hearings on this and similar bills in the 79th Congress. See statement of James F. Evans, Chairman, Committee on Legislation of

the Conference, in opposition to the present bills, presented in this issue. Oscar Ewing Administrator of the Federal Security Agency, and the American Recreation Society supported the bill but the National Recreation Association opposed it in a very convincing statement. Dr. M. L. Wilson, Director of Extension Work, Department of Agriculture, and other Federal officials advocated the coordination and strengthening of the agencies and organizations now working in the recreational field. (See Report of Federal Inter-Agency Committee on Recreation, June 1949.)

Recreation

H. R. 892 (Peterson) introduced Jan. 5. Authorizes the establishment of a Federal Inter-Agency Committee on Recreation. Passed House July 18. Such a committee has existed unofficially since the Fall of 1946 by mutual agreement of the various agencies concerned with these functions in the Federal Government.

Reorganization of Government Departments

H. R. 2361 (Dawson) introduced Feb. 7; and S. 526 (McClellan, Eastland, McCarthy, Hoey and O'Conor) introduced Jan. 7. A bill to provide for the reorganization of Government Agencies. Passed House Feb. 7, passed Senate May 16. Signed by the President June 20. Public Law No. 109. This legislation empowers the President to submit plans for realignment of agencies, which either House can veto in 60 days. Since the adoption of this bill, Public Law 152 of June 30 has been adopted to establish a new agency called General Services Administration to combine in one agency the purchasing functions, records, building management and war assets functions of different agencies.

Housing

H. R. 4009—S. 1070 introduced April 4 and Feb. 25. To establish a national housing objective and the policy to be followed in the attainment thereof, to provide Federal aid to assist slum clearance projects and low rent public housing projects initiated by local agencies, to provide for financial assistance by the Secretary of Agriculture for farm housing. Passed the Senate April 21, passed the House June 29. Signed by the President on July 5, Public Law No. 171.

This bill has finally become law after concurrence by both Senate and House on the Conference Report which reconciled differences. Three days after signing, the President sent to Congress his request for an appropriation for $33,650,000 to administer the law. In addition, the President asked for $25,000,000 loan authorization to be used for loans under section 511 of the Farm Housing Title.

The total program of 810,000 units under the low-rent public housing title was finally accepted, with a provision that in no event shall construction be started on more than 200,000 low-rent dwellings in any one fiscal year. The Act authorizes $500,000,000 in Federal capital grants over a 5-year period in order to help meet the loss involved in connection with slum clearance operations. Title I authorizes the Housing and Home Finance Agency to make loans and grants to assist locally initiated, locally planned and locally managed slum clearance and redevelopment undertakings. In order to participate in financial assistance offered under this act, cities must have a local public agency, established under State law and fully authorized to undertake the project. A detailed plan of the area must be approved by the local governing body to conform to the general city plan. The City must show that there is need for Federal financial assistance and that it is able to furnish the required amount of local contribution necessary to carry out the redevelopment plan. Assurance must be given that there be maximum opportunity for the redevelopment to be done by private enterprise, and that there is a feasible method for temporary relocation of families now living in the areas to be cleared.

In making available Federal financial assistance to provide decent housing for low income families, the U. S. Housing Act of 1939 is extended and expanded. A local Housing Commission in making application for low rent housing must ask for a program reservation for a certain number of housing units for that community from the quota available for allocation at the time. The application must be accompanied by pertinent data proving the existence and extent of the need for public housing. The local Housing Commission may receive a preliminary loan for the planning of the project. When the project is planned and approved, the Public Housing Administration will contract with the Housing Commission for necessary loans and contributions required to keep the rents low enough to house only the lowest income families.

H. R. 5631—S. 2246 (Spence-Sparkman) introduced July 13 and July 12. To amend

the National Housing Act, as amended, and for other purposes. These bills provide for middle-income housing aids, including direct lending to cooperatives as well as provisions for the disposition of war housing.

On August 12, the House Committee on Banking and Currency agreed to introduce a "clean" bill to supersede H. R. 5631, the omnibus housing bill for 1949. On August 30, Representative Havenner introduced H. R. 6158 which will now be considered.

IN MEMORIAM

JAY DOWNER

1877-1949

The recent death of Jay Downer removed from the ranks of conservationists, park and parkway builders and engineers, one of their most distinguished members. His friends who were legion are deprived forever of association with a man whose character and integrity, gentle and kindly demeanor, loyalty and faithfulness made him outstanding despite the fact that his natural endowment of large physical frame, handsome features and quiet dignity would have set him apart as a man to be admired and loved.

Jay Downer's activities covered a wide range of engineering and conservation projects in which he was uniformly successful. He was born in Muscatine, Iowa, in 1877. After receiving his degree in civil engineering from Princeton, he served as an engineer at the Aluminum Company of America's plant in Massena, N. Y. In 1911, he began 25 years of work as a road builder when he took the job as chief engineer for the Bronx River Parkway, which gave New York its first freeway to Westchester amid trees and meadows restored on lands rescued from debris deposited over a period of several generations.

During World War I he served as Chief of the Department of Technical Information of the War Department's Bureau of Aircraft Production. After the War he returned to Westchester, and moved on to the Westchester County Park Commission. As its Chief Engineer he built the great parkway system that leads the traveler and commuter from the vast metropolis to all the cities of the beautiful area north of it and connects with the Taconic Parkway in the Hudson Valley and the Merrit Parkway in Connecticut. County Parks, with forests, camp grounds, bridle paths, public golf courses and picnic spots adjoin these parkways like beads on a chain. Beautiful stone bridges carry other highways over the parkways and most of these were designed by Gilmore Clarke the landscape architect so long associated with Mr. Downer.

Westchester's great shore Playland at Rye is another of Jay Downer's projects designed and executed in record time and with results measured in the health and pleasure of children and adults alike, far greater than the planners anticipated.

From time to time, Mr. Downer was drafted for special consulting work by the Directors of the National Park Service and he visited many national parks, rarely making

charges for his services other than enough to cover expenses. He became an advisor to Mr. John D. Rockefeller, Jr. on the acquisition of lands atop the Palisades of the Hudson and on highway and other problems at Williamsburg, Virginia, in connection with the great restoration project there.

Then came the New York World's Fair Commission to solicit his services as an engineer and planner in the design and construction of its buildings and grounds. Here he worked with other able men to create a vast new, but necessarily temporary array of structures, gardens and playgrounds in ultra modern design that will long live in the memory of all who saw them.

Jay Downer's last and perhaps greatest engineering task was the design and supervision of construction of the Idlewild Airport for New York City. He was deep at work on this colossal project when he was stricken with the lingering illness which took his life.

It is too early to appraise fully Jay Downer's work. His vast engineering achievements, except the New York Exposition, are permanent and are serving their purposes well. He will never be forgotten because of their exceptional character and their value to mankind. But he was active for many years as an officer and committeeman of associations and societies dedicated to conservation of our natural resources including the youth of our land. He was a director of our American Planning and Civic Association and of the Children's Village in Westchester County where underprivileged boys are rescued from delinquency and poverty and built to solid manhood. These are only two of a score of agencies in which he took an active interest. His funeral at Larchmont, New York, was attended by friends and admirers, crowding a spacious home and included men and women in all walks of life who had known and worked with Jay Downer, but perhaps conservationists and park executives constituted the largest group present to pay their last respects to a great and noble man.

Horace M. Albright,
New York, N. Y.

AMADEO PETER GIANNINI
1870-1949

The death of A. P. Giannini at the age of 79 occurred at San Mateo on June 3. The American Planning and Civic Association is proud that he was a member of the Association, that he served as a member of the Board of Directors from 1929 to 1939, and as a member of the Advisory Council from 1940 until the time of his death.

Many members of the Board will remember his dynamic personality at Board Meetings in Washington and he made it a point to attend the meetings of the California Chapter in San Francisco whenever possible.

Mr. Giannini built his tremendous banking empire on the policy of serving the needs of the "little fellow." He founded the Bank of Italy in 1904 and it later became the Bank of America, a $6,000,000,000 corporation which served more than

3,000,000 depositors in 300 California cities. And yet, he often told his friends that he had never been a millionaire and never wanted to be one.

His parents, Luigi and Virginia Giannini came from Genoa, Italy to California, not many years after the State entered the Union. They farmed in the San Jose area, and "A. P." was born there May 6, 1870. He was only 7 years old when his father died, and subsequently his mother married a commission merchant who gave him a start in the vegetable business. He quickly built up the largest commission house business in California, but went into banking when his father-in-law, a banker, left him a seat on the board of a San Francisco Bank. As a bank director he continually developed new and unorthodox ideas which the other directors rejected. In 1904, he started his own bank, the Bank of Italy. Eighteen months later came the earthquake and the fire of 1906. The bank building burned but not before Mr. Giannini rescued its funds, its books, bank forms and letterheads. He loaded them all on a wagon and drove all night to his country estate. In a few days he was back and opened his bank, the first one to resume business after the quake—in a shed.

Throughout his spectacular banking career, he identified himself with the "little people." "Branch banking," he said, "is the only way a small town can get the resources, brain-power and equipment of a four-million dollar bank. And when they've got it, the town starts growing." In 1939 there were 494 branches of his bank, manned by about 8,200 employees. After 20 years of banking he retired and turned his banks over to the employees. Then he built his holding company and spread its subsidiaries in all directions and retired again. This time he was pushed out by Wall Street power. He made a spectacular comeback during the depression, after the 1929 stock market debacle. His crusade against having all his banking eggs in one basket convinced the skeptics during the 1933 depression that branch banking was the thing. Not one of his branch banks failed.

He gave this advice to youth: first, pick a business you love; second, save $1,000 and invest it in that same business; third, own your own home; and fourth, know what you want to be doing a year from today.

His only son, L. M. Giannini, succeeded him as President of the Bank of America. He also leaves a daughter, Mrs. Claire G. Hoffman of San Mateo. His wife, Clorinda Cuneo, whom he married in 1892, died in 1941. He always said that she was the best "bargain" of his career.

RAY LYMAN WILBUR

1875-1949

Members of the American Planning and Civic Association and the National Conference on State Parks will mourn the death of Dr. Ray

Lyman Wilbur, who had been a member of both organizations for many years. He died at the age of 74 of a heart attack June 26 at his campus home, Stanford University, California.

He left a reputation for greatness in three distinct fields, higher education, medicine and public service. He served as Stanford's President for 27 years and as Chancellor for another six. In paying tribute to Dr. Wilbur, Paul C. Edwards, President of the Stanford Board of Trustees, said that Stanford will always be illumined by the lustre of his presidency.

Dr. Wilbur was an ardent advocate of conservation and as Secretary of the Interior in the Cabinet of President Herbert Hoover he set forth many sound principles which still govern the conservation of America's natural resources.

A successful medical practitioner, he became a leader in child welfare work, social hygiene and health insurance plans. He organized the California Physicians' Service, at first described as "socialistic" but now a pattern for many other health plans in the U. S.

His biography in Who's Who is one of the longest in that book and sets forth a distinguished record of scholastic achievements abroad and at home.

He is survived by his brother, Curtis Wilbur, a former Secretary of the Navy; three sisters, three sons and two daughters; twenty-two grandchildren and two great grandchildren.

Book Reviews

Aerial Photography in Urban Planning and Research. By Melville C. Branch, Jr. Harvard City Planning Studies, XIV, Harvard University Press, 1948, Cambridge, Mass. Price $3.00.

Aerial photography in urban Planning and Research provides a method and direction for an extensive usage of aerial photographs by operating planning agencies and by research organizations engaged in the various phases of urban study.

Mr. Branch has presented this material in a concise and accurate manner, and has illustrated his text with 16 full page photographs. He has pointed this book toward the further exploration of the urban problem and has shown that in the comparative study of municipalities and metropolitan regions aerial photography is an important investigative technique.

This book is unique because it presents in a single source, so that the planning body may obtain photographs of maximum usefulness, a clear understanding of photographic needs, the best ways they can be met, and something of the problems confronting the commercial organization which will expose and process the pictures. It gives the planner the concrete information needed for an understanding of air pictures and for the ability to "read" and use them in successful cooperation with the flying agency. At the same time, for those unfamiliar with air photographs, the subject matter is presented so that neither

previous experience nor prolonged study is required.

The results of considerable experimentation with explanatory methods and diagramatic illustrations are presented. The text is divided so that footnotes contain the particulars which need not be absorbed by the more casual reader. Bibliographic references are selected for those matters which might be pursued further.

Your City Tomorrow. By Guy Greer. The Macmillan Company, New York, 1949. 210 pages. Price $2.50.

Mr. Greer's two chief points are: first, that there must be an end to planlessness; second, that effective planning cannot be piecemeal. He puts the housing problem into perspective with the rest of the business of living, working, and playing in an urban environment. He shows that planners must keep in mind, simultaneously, both the spreading suburbs and the changing interior of a city; that they must visualize and make reasonably precise a scheme of land use for the whole urbanized area and relate this to a coordinated transportation system that will end traffic congestion and waste motion once and for all. He analyzes the pros and cons of federal aid and outlines the new powers that must be be given local governments by the States. He proposes changes in local taxes and city, state and federal expenditures and revenues—proposals that make sound business sense. What Boston and other cities are doing—what all cities *can* do, if the citizens will get behind sane and comprehensive plans for their communities—is shown in this book.

Recent Publications

Compiled by NANCY L. BUNN, Assistant Librarian, Rotch Library, School of Architecture and Planning, M.I.T.

Bird, Frederick L. A Study of the Port of New York Authority. New York, Dun and Bradstreet, [1949] 191 p. il. col. map $5.00.

The great interest in the Port of New York Authority as the exemplar of public authorities, in its regional government organizations and in its special financial and technical procedures, makes this well-presented study especially pertinent and desirable.

Established in 1921, the Authority was to plan for development of public and transportation facilities of the port district between New York and New Jersey. Since then, the self-supporting authority has carried out an excellent program of regional development including bridges, tunnels, piers, freight terminals and, most recently, airports.

Chicago. Plan commission. Chicago Civic Center. Chicago, The Commission, 1949. 38 p. illus, maps, photos.

Both federal and local government proposals to erect new agency buildings in Chicago, stimulated the need for a plan to group all government buildings in a unit. The design for the civic center, envisaged in this attractively illustrated pamphlet, provides both monumentality in harmony with the great city, and an efficient working relationship between each of the governmental departments.

Mears (Sir) Frank. A Regional Survey and Plan for Central and South-East Scotland. Edinborough & London, Printed by Morrison and Gibb, Ltd. 1948. 194p. pls, maps, tables, diagrs. 50s.

Sir Frank Mears proposes no ready made plan for the central district of Scotland which is becoming the outstanding economic region in the country. Among other things, he considers, both individually and in their interrelationships, the problems of increased development of mining and the resulting growth of towns—for which he suggests constellation patterns—and the necessary measures to be taken for an im-

perative program of rural reconstruction.

Shevky, Eshref & Williams, Marilyn. THE SOCIAL AREAS OF LOS ANGELES. Berkeley, Cal., University of California press, 1949. Maps, tabs., diagrs. $4.00.

Representing a new method of area analysis, this description and analysis of the Los Angeles social pattern is one part of a larger movement toward a careful delineation of all problems pertaining to urban development.

This research project first examines California urban society against the social trends of the whole country and then proceeds to analyze the population and housing data of Los Angeles, classifying the social characteristics into types.

The far-reaching implications of the technical study are of importance to administrators, planners and architects as well as sociologists.

Smith, T. Lynn. POPULATION ANALYSIS. New York, McGraw-Hill, 1948. 421p. maps, diagrs. $4.50.

The demography of the United States is treated in a scientific and authoritative manner by Mr. Lynn. In addition to discussing the known facts of population phenomena, he presents methods and sources of population analysis. He describes population size and distribution and analyzes population composition. Following a survey of vital statistics, the author takes up the problem of migration and concludes the book with material on the growth of population.

U. S. Civil aeronautics administration. AIRPORT DESIGN. Washington, G.P.O., 1949. 64p. diagrs. 30c.

Among the factors to be considered in designing airports are: the potential air traffic in the vicinity, the kinds and numbers of aircraft which will use the airport and the location of the airport in relation to other airports in the district. This booklet discusses these and other primary considerations of airport design. Though not detailed, it provides basic information necessary to working out a sound program of airport development.

Woodbury, Coleman & Gutheim, Frederick. RETHINKING URBAN REDEVELOPMENT. Chicago, Public administration service, 1949. 26p. $1.00.

Based on a conference of the three outstanding planning organizations, the discussion in this pamphlet centers on presenting all aspects of the obstacles to urban redevelopment—and offers eighteen conclusions toward their solution. A more comprehensible definition of "urban redevelopment" was emphasized and the relationship between housing and redevelopment was stressed. The document should be of real value to those whose interest in redevelopment is technical.

Wycherley, R. E. HOW THE GREEKS BUILT CITIES. New York, Macmillan, 1949. 227p. illus. maps, plans. $4.50.

The Greeks were great city builders and many of their problems and principles are similar to ours today. This survey of Hellenic architecture describes the form of the Greek city and the place of certain building types in the city. It points out that the Greek city grew out of the needs and traditions of its people —as must the best planned cities of today—rather than adopting an artificial form unrelated to the life of the inhabitants.

Reports, Etc.

American municipal association. A NATIONAL PROGRAM FOR AMERICAN MUNICIPALITIES. Chicago, The Association [1949] 10p.

Baltimore. Planning commission. THE BASIS FOR A MASTER TRANSPORTATION PLAN. Report no. 1. Baltimore, The Commission [1949] 31p. il. maps (part col.) photos.

Bassett, H.Y. WHAT DOES INDUSTRY EXPECT OF A COMMUNITY? University, Ala. University of Alabama, Bureau of public administration, 1948. 19p.

Cleveland. Regional association. Official surveys and mapping committee. CLEVELAND REGIONAL GEODETIC SURVEY. Cleveland, The Association, 1949. 8p. maps mimeo.

Cook county, Ill. Housing authority. DEAD LAND. Chicago, The Authority, 1949. 90p. tables.

Greenwich, Conn. DEEP IN THE HEART OF TAXES. Summary of the annual report. Greenwich, Conn. Board of estimate and taxation, 1949. 94p. il.

Howard, Edith Foster. RIVERFRONT, THE PROTECTION OF MUNICIPAL WATERFRONTS IN TENNESSEE. Knoxville, University of Tennessee, Division of University Extension, 1949. 59p.

Hulbert, Eri. MEMORANDUM ON RELOCATION. Chicago, Chicago housing authority, 1949? 41p. photos.

National planning association. A REPORT TO MEMBERS ON NPA'S ANNUAL JOINT MEETING OF AGRICULTURE, BUSINESS, LABOR AND THE PROFESSIONS. Washington, The Association, 1949. 36p.

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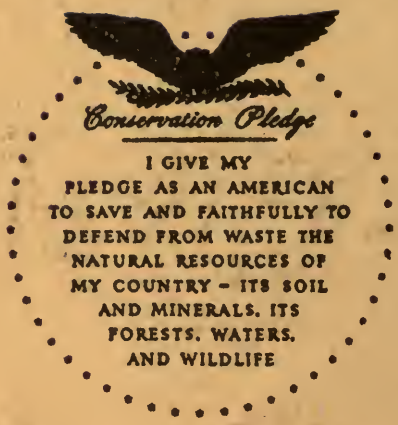

America's Conservation Pledge

America's Conservation Pledge, a 30-word creed, defining the term "conservation" and calling the attention of all to the necessity for preserving our remaining natural resources, is now in its third year of service to the Nation. The Pledge had its origin in a national competition sponsored by the magazine *Outdoor Life* in 1946. The winning pledge was written by L. L. Foreman of Sante Fe, New Mexico. Secretary of the Interior Krug adopted the pledge for the Nation.

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Planning and Civic Comment

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Dean Wurster Speaks for the National Capital Park and Planning Commission

(Editor's Note—At the dinner given by Major General U. S. Grant, 3d, on October 27, in honor of the National Capital Park and Planning Commission, Dean Wurster told how General Grant and John Nolen had inducted him into the Commission when he took office in 1948. In 1949, Dean Wurster succeeded General Grant as Chairman of the Commission. We present here a summary of the functions and work program of the Commission which Dean Wurster passed along to General Grant's distinguished guests. We then present Dean Wurster's statement on the Plan for Publication on the Report and a Summary of the Recommendations.)

I. Review of Planning Functions and Work Program

The Commission came into being through the Act of Congress of 1924 which set up a National Capital Park Commission to purchase parks, stemming largely from the neglect of the recommendations presented in the McMillan Report of 1901. Very little had been accomplished in the quarter of a century following the Report prepared during the Centennial celebration of the occupation of the Federal City as the seat of the National Government. The Federal Government had carried through some important improvements such as the reclamation of West Potomac Park, the Lincoln Memorial and grounds, the Arlington Memorial Bridge, the Rock Creek Potomac Parkway, and completion of East and West Potomac Parks. In 1926, by Act of Congress, the National Capital Park Commission was enlarged and became the National Capital Park and Planning Commission.

Under the park purchase authorization, the land acquired is turned over to the park system which is administered by the National Park Service (represented on the Commission by A. E. Demaray). Playgrounds may be turned over directly to the District Commissioners, since playgrounds are handled directly by the District of Columbia Recreation Board.

The National Capital Park and Planning Commission has final authority for approving changes in the highway plan and transfers of property between departments within the District. Outside of that, the Commission's job is advisory and has to be carried on by diplomatic measures rather than by legislative control. The Commission has been useful in helping, and in some cases originating, a great deal of legislation which has helped to improve the city and guide it along lines thought out in advance for the plan.

The Capper-Cramton Act of 1930 set forth the conditions under which park lands were to be bought and the extent of purchases: (1) Those authorized in the District of Columbia, in accordance with the general recreation plan of the Planning Commission, up to a total of $16,000,000, of which some $13,000,000 has already been spent; the money is repaid in million-dollar amounts annually by the District Government

out of District funds; (2) The George Washington Memorial Parkway which was authorized between Mount Vernon on one side and Fort Washington on the other up to and including Great Falls and including the Chesapeake and Potomac Canal. In this project, the Federal Government pays one-half of the cost of the land and may advance and lend to Maryland and Virginia the other half, provided the proper assurances and security are given that the other half will be paid by local interests of one kind or another; (3) The Commission is responsible for the extension of the District Parks into Maryland, in which case there is an agreement with the Maryland Commission, and the money is loaned to them to purchase the land, but the appraisals on which the amount of money is based are approved by the National Capital Park and Planning Commission and agreed upon jointly. The Maryland Commission pays back two-thirds of the cost of the land and undertakes all of the maintenance and improvements, whereas in the George Washington Memorial Parkway, the land is turned over to the National Park Service and the improvements will be made by the Federal Government.

In addition to the Acts of 1924 and 1926 and the Capper Cramton Act of 1930, there is the D.C. Redevelopment Act under which the National Capital Park and Planning Commission was authorized, with Federal funds, "to make and develop a comprehensive or general plan of the District of Columbia as a general framework for redevelopment projects, the plan to include at least a land-use plan." Additional duties under the redevelopment act include (1) Adoption of the boundaries of the project area and (2) Adoption of the redevelopment plan of the project area. These activities under the D.C. redevelopment act are financed by the Federal Government, whereas the regular staff of the Planning Commission is financed from the District budget.

One of the specific functions of the Planning Commission is to approve highway-plan changes submitted by the District Commissioners. There is an official highway plan in the District, created by Act of Congress. Changes were authorized to be made in it by the District Commissioners, with the approval of a highway commission which was set up almost on a Cabinet level, consisting of three Federal Officials. The National Capital Park and Planning Commission succeeded to the duties of that Commission in 1926. So there is a very definite control over the plan of the major street system of Washington. The Commission has none of the usual functions of approving subdivision plans, but, through this highway control, does in fact have a substitute.

The Commission has a large measure of control over the location, height, bulk, number of stories and open spaces around Federal public buildings in the District of Columbia not subject to zoning control. The Federal public buildings are exempted from the Zoning Act. The District Government exercises no police power over the Federal Government; therefore the control was given to the Planning Commission,

a Federal Commission. That applies only to the District of Columbia.

The National Capital Park and Planning Commission is represented on: (1) Zoning Advisory Council, a three-member body, with representatives of the District Commissioners, the Zoning Commission, and the Planning Commission, which is the agency that makes reports to the Zoning Commission, in lieu of the Planning Commission; (2) The Zoning Board of Adjustment, a five-member body on which the Planning Commission has one representative, set up as is usual in most cities; (3) The National Capital Housing Authority, a Federal Agency of five members on which the Planning Commission has one representative; (4) Interstate Commission on the Potomac River Basin, organized under an interstate compact to reduce pollution in the Potomac River. The Planning Commission is represented on one of the technical committees, not on the Commission itself; (5) Commissioners Traffic Advisory Board, an important citizens' body on which the Commission has an *ex officio* member.

The Planning Commission itself is currently active with committees as follows:

1. Coordinating Committee, which has held 150 meetings over the course of 23 years, consists of five members, the heads of all the District Departments having to do with the Engineering or Construction program of the District. Certain Federal agencies are represented, like the District Engineer's office and the National Park Service. Then when matters affecting questions at the District line, or agencies of the District in Maryland, or Federal agencies in Maryland, representatives of the Maryland planning agencies, who are *ex officio* members of the Committee, are invited to attend.

2. Comprehensive Recreation Plan Committee, which meets on call, consists of Superintendent of Recreation, Superintendent of Schools, a representative of the District Commissions, Superintendent of Parks and the Director of Planning from the Planning Commission. The Committee works on site problems in connection with schools and recreation centers.

3. Regional Highway Committee which meets when needed.

4. Maryland—District of Columbia Zoning Advisory Council which functions as a group on zoning to secure coordination of planning policy.

5. Airport Committee.

Finally, on the current work program, the activities of the Planning Commission are three-fold: the Comprehensive Plan preparation; Redevelopment Project Planning; and Regular Planning Activities.

In addition there is a Maryland-National Capital Park and Planning Commission, which is a state commission with jurisdiction in the suburban areas in Maryland around the District. It works in two sections, one for Prince Georges County and one for Montgomery County, but is a single commission.

The separate local planning commissions in nearby Virginia met this spring and agreed to form a Northern Virginia Regional Planning Commission.

II. Plan for Publication of Report

After careful consideration, the decision is to present the report in a series of pamphlets. The first pamphlet is to be the key one and contain four chapters: (1) The Commission and its Functions; (2) General Objectives of the Comprehensive Plan. These will touch on the keynote philosophy, the people, the region, the land pattern, the central area, the circulation network, and the Federal Government; (3) Summary of Findings. This chapter will depend in particular upon substantiating data in the other pamphlets, such as housing, transportation, recreation, etc.; (4) Summary of Recommendations. This last is the important chapter in the planning sense and should be the most controversial if it is worth anything. I say this for I feel planning to be a waste of time if it is to only mirror all that would take place without guidance. Perhaps another way to say it is that planning should swerve actions that lead to a desired goal.

The basic report has been prepared by a collaborative effort between Harland Bartholomew and Associates, and our own staff.

This first volume is the one which can be read with ease by the interested citizen and official. Its form should be simple and dignified with pictures, diagrams and maps to illustrate the text. This system will have the advantage of allowing revisions of individual sections without the obsolescence of the entire report.

This is not the citizen's guide to the planning of Washington which I think is a necessary accompaniment to ours, but such an effort must wait upon private support which might be forthcoming in the future. This would put the issues and recommendations for action into language free of technical jargon.

III. Summary of Recommendations

This is the very heart of the report, all else leads up to this. I have written and rewritten this portion and at long last realize how impossible it is to condense the already condensed. What to do about it? If I pass over it, then it's Hamlet without Hamlet, but if I try to read the fourteen pages, it will all be blurred.

I must give you the few points which stand out in my mind, and follow this with the definite list for immediate improvements. Please remember some of the phrases are the words of only one person and as such have only that weight.

1. There must be Regional participation. To gain this there should be a formal association of the planning agencies of the region.
2. The Federal Participation must give: (A) A policy which will set the maximum number of federal employees in the district; (B) Proper financial support in lieu of taxes as government is the chief industry; (C) A careful analysis of all government-owned land to be assured it has the highest and best use.
3. Exact density standards to be set which will accommodate one million people in the District, and yet have beauty, light and air.

4. Zoning to be simplified and to be coordinated with density standards. Offstreet parking provided. (Should state amount.)
5. Housing and Redevelopment.

A. Health and Safety standards to be enforced.

There is just no way of condensing the redevelopment paragraph so I read it in full.

To make a start toward accomplishment of the objective of decent, safe, and sanitary housing for all the population, it is recommended that the "Problem Areas" of Washington be set up as areas for redevelopment under terms of the Redevelopment Act of 1945.

In this connection it is recommended further that the necessary funds be appropriated under the terms of the Redevelopment Act to enable the Commission to program progressive action toward reconstruction of slum areas. For this program it is necessary to survey each area in detail, to analyze the data, to prepare plans, and to indicate priority of attack, followed by aid to the redevelopment corporation.

To enable there being an early beginning on the above, it is recommended strongly that the Redevelopment Land Agency be granted funds necessary for activation.

In redevelopment plans for reconstructing any obsolete residential area in the central section of the city, it is recommended that the rebuilding re-house substantially the same number of persons as were present in the area before reconstruction.

Furthermore, it is recommended that the assignable density of population be based on a 25 per cent ratio of land coverage with buildings limited to 6 or 8 stories in height. In cases where exceptions must be made of necessity, it is recommended that adjustments in building arrangements be provided that will prevent the density of population exceeding 100 families per gross acre.

To enable there being a reservoir of housing in which residents of an active redevelopment area might be sheltered while reconstruction operations are under way, it is recommended that the National Capital Housing Authority be permitted to build on vacant land outside the District of Columbia boundaries.

It is recommended that reconsideration be given to the merits of the plan for redevelopment of the area known as Marshall Heights.

6. Traffic Movement.

   There is a careful listing of bridges, radials, and circumference.
7. Ways of Transportation.

   Railroads, and waterways.

   On airways there is the following to say: (1) Formation of an airport authority for the Washington Region to correlate all matters pertaining to aviation and air transportation within the area; (2) Acquisition of a site suitable for an airport terminal that would be supplementary to Washington National Airport; (3) Consideration (of eventual abandonment) of Bolling Field and Anacostia Naval Station as military flying fields by the transfer of their activities elsewhere;

(4) Encouragement to preserve airport sites by necessary legislation and local zoning ordinances on the part of communities concerned, including zoning protection for the flight arc adjacent to airport locations.

On mass transportation there is the following to say: (1) Gradual replacement of street car service by buses; (2) No provision of subways as a solution to problems of public transportation; (3) Use of parkways by express buses.

8. Parks and Other Recreation Facilities.

I leave this as being like good weather, everyone wants it.

9. Public Services I leave as parks, desired by all.

10. Civic Art.

It is recommended that every effort be made to keep existing amenities and to improve the general appearance of the city. Street trees and other planting should be replaced when removed for an improvement project.

It is recommended that the Great Mall as the main feature of the central composition in the plan of the National Capital be held inviolate.

It is recommended that the plan for location of new Federal and other public use buildings along East Capitol Street and to the north of the Capitol be held in active status.

It is recommended that the proposed treatment to improve the setting of the Washington Monument be completed.

It is recommended that temporary buildings remaining from World Wars I and II encroaching upon the Mall and the central setting of the Seat of Government be removed without undue delay.

It is recommended that endorsement be given efforts of the Board of Trade to build up and foster the National Capital as a convention center. In this connection it is recommended that there be a suitable auditorium and hall provided for gatherings and other civic events.

Priority for Immediate Improvements.

The National Capital Park and Planning Commission hereby recommends that there be immediate action by the appropriate executive authority to accomplish the following: (1) Prompt demolition and restoration of the setting now occupied by temporary buildings erected during World Wars I and II, particularly those structures located in and near the Mall and the adjacent park areas; (2) Completion of building projects and developments planned for branch agencies of the Federal Government to finish out the central portion of the "Seat of Government," the Northwest Triangle and East Capitol Street; (3) When decentralized government centers are proposed, there should be prepared a coordinated and complete plan for the development of the site, such as White Oaks, Suitland, Bethesda; (4) Initiation of redevelopment projects designed as steps toward improvement of central, intown residential areas and the eventual removal of the slum stigma from the Capitol-Mid-City Redevelopment Area, South West Redevelopment Area, Marshall Heights.

(5) Completion of Baltimore Parkway as the passenger car route between Washington and Baltimore with adequate approaches through the District of Columbia, including a bridge crossing the Anacostia and a distributor route paralleling the river; (6) Construction of a new Potomac River crossing at Alexandria with the connections necessary to fulfill the function of this river crossing as a route providing additional access to the southeastern part of the District and a bypass to the east; (7) Completion of land acquisition for the George Washington Memorial Parkway, followed by a program for immediate construction of roadways; (8) Construction of Fort Drive, particularly those sections of the route that will serve as badly needed circumferential connections to distribute traffic moving on radial routes; (9) Revision of the zoning regulations to provide for density control; (10) Provision of permanent parking areas; (11) Preservation of places of historic interest.

General Grant Host at Dinner Honoring National Capital Park and Planning Commission

On October 27, 1949, General Grant was host at a dinner in honor of the National Capital Park and Planning Commission. Present were the members of the commission and staff of the Commission, including the four citizen members—Dean William W. Wurster, Frederick Bigger, J. P. Greensfelder and Hillyard Robinson, and *ex officio* representatives of the National Park Service, U. S. Forest Service and the Corps of Engineers. Past members of the Commission were represented by Horace M. Albright, Major Charles E. Edgerton, Colonel Charles L. Hall, Frederick Law Olmsted and Lt. General Raymond A. Wheeler. Mr. Frederic A. Delano was represented by his daughter, Mrs. Laura Delano Houghteling and Mr. J. C. Nichols sent a letter to General Grant. Also present were the Board and Advisory Council of the American Planning and Civic Association, representatives of the Maryland and Virginia planning agencies, the District Commission, the District Recreation Board, National Capital Housing Authority, District Redevelopment Land Agency, Joint Committee on the National Capital, Citizens Advisory Board on the Plan of Washington and Environs, District Chapters of the American Institute of Architects, American Society of Landscape Architects and American Institute of Planners, Washington Board of Trade, Washington Building Congress, Washington Housing Association and the Editors of the four Washington newspapers.

General Grant outlined the progress of the National Capital Park and Planning Commission set up by the acts of Congress of 1924 and 1926. He referred to the long years

of neglect of planning in Washington, the revival of the L'Enfant Plan by the McMillan Commission of 1901 and the subsequeut lag in the realization of the recommendations of that Commission. He pointed out some of the solid achievements of the Planning Commission and reminded his listeners that Washington had profited also by the omission of harmful projects which had been prevented by the Commission. He explained that the Commission had been greatly handicapped by lack of funds, but had succeeded in securing a grant of Federal money to bring the Comprehensive Plan of Washington up to date through the District Urban Redevelopment Act.

He spoke of his tour of duty on the Planning Commission from 1926–1933, when he was *ex officio* member and executive officer as Director of Public Buildings and Public Parks. On his return to Washington, he had been invited by President Roosevelt in 1942 to succeed Mr. Frederic A. Delano who was retiring from the Board. By election of the Commission he had served nearly seven years as its chairman.

Mr. Delano had suggested to President Roosevelt that a restudy be made of the functions of the Commission to make planning more effective in the Washington Region, and the President, thereupon, had requested the Bureau of the Budget to make a Survey. The Report of the Bureau was made in December, 1944, but only during the past year had the terms of legislation been agreed upon in S. 1931 (H. R. 4848), which has passed the Senate and is now pending in the House. General Grant bespoke for this measure the approval and support of all interested in planning in the Washington Region. Under the bill, the Commission would be enlarged by four new citizen members, one each to be nominated by the District Commissioners, the Governor of Maryland and the Governor of Virginia. Procedure would be more clearly prescribed, so as to ensure the Commission having advance information of projects proposed by Federal and District agencies, and the suburban districts would be better protected against Federal and District projects inconsistent with the comprehensive plan.

General Grant referred to the Sasscer Bill (H. R. 4476) which would set up a Commission to survey inequalities in tax and other matters between the District and nearby Maryland and Virginia, but expressed the hope that the provisions for planning would be omitted from the bill as providing for conflicting and duplicating functions prescribed by S. 1931 which has been so carefully drawn to promote coordinated planning in the District and Region.

The opening address of the evening was given by Dean William W. Wurster and is presented as the leading article in this issue of PLANNING AND CIVIC COMMENT.

General Grant then outlined the signal service performed by Mr. Frederic A. Delano, for 17 years a member of the Commission, and for most of that time its honored Chairman. He introduced Mrs. Laura Delano Houghteling who spoke for her father.

On Behalf of:
FREDERIC A. DELANO.
LAURA DELANO HOUGHTELING

If my father were able to be present, I know that he would "reminisce" about pioneering for planning in the National Capital—how, for two and a half decades, the "Plan of 1901" and the Fine Arts Commission were held to be the be-all and end-all: with no thought of comprehensive and coordinated city planning, produced by a qualified Planning Commission, until the middle Twenties.

He would say that we did the best we could at our belated beginning—a two-stage beginning, with a Park Commission reshaped to form a Park and Planning Commission—but that this beginning involved so many compromises and makeshifts to appease and reassure doubting Thomases that the net result was not the most efficient and effective set-up for planning.

Notwithstanding shortcomings of legislative authorization, we have come a long way since those early days—but, to keep abreast of the constantly changing Metropolitan picture, we must correct those shortcomings if we are to produce broad gage planning adequate for a World Capital.

President Roosevelt recognized this need when he asked the Director of the Budget to review the whole planning situation and to report on supplementary legislation which should be enacted. This report, a notable planning document, was filed in 1944, approved by the President and forwarded to the Planning Commission for the drafting of legislation to implement the recommendations offered. The war intervened and months were lost thereafter in the effort to reconcile conflicting interests,—until President Truman brought these interests together at the White House. In his budget message he stated that the role of the Commission should be redefined and a stronger statutory basis established. Thus, the Commission Bill, introduced last May, has the sponsorship of two Presidents.

The Bill has already passed the Senate; and it is hoped that the House will complete this progressive legislation when it reconvenes.

I know that my father, who has given so many of his good years to civic undertakings of this type—in Chicago, in New York, and finally in Washington—would be immeasurably gratified to witness the consummation in his lifetime goal of well ordered planning for our Federal City.

General Grant then read the letter of Mr. J. C. Nichols who served on the Commission from 1926–1948, and to whom citizens of Washington and the Nation owe a great debt.

LETTER OF J. C. NICHOLS

The planning of the city of Washington and its environs is very dear to me. Serving on this board for twenty-two years I became intensely interested because I felt we should make our National Capital the best planned, efficient and beautiful city in the world. We began years ago to work toward this end, and I feel have accomplished much though there are still

many important things which should be done.

Through the years I have always appreciated the cooperation of the authorities beyond the limits of the District of Columbia.

Perhaps one of our most successful achievements was the shifting of some of the trend of growth in Washington many years ago from northwest over to the Anacostia side. As you know it was an extremely lopsided city. At that time practically no building of homes or apartments was taking place across the Anacostia. We began to study the location of the sites for schools, etc., and then we acquired the land for the Fort to Fort Drive and worked on other plans to develop the Anacostia side including the bridge across South Capitol Street and Massachusetts Avenue, etc.

Also, our conference with many of the real estate men, home builders, etc., in Washington made a very quick change in trends and this area has enjoyed a rapid development.

I think our early, and almost immediate conception of the Fort to Fort Drive . . . affording a circumferential route connecting all the historic forts, and through the years affording a good by-pass of traffic from the overloaded downtown streets, was excellent. I have been disappointed that the District Commissioners have not proceeded with building at least segments of this drive in the most needed areas. This whole idea and the acquirement of such a large percent of the necessary land, has always had the complete approval of the District Commissioners' member on our board.

Of course, the automobile traffic in downtown Washington was not nearly as great then as it is today, and we all know the sad story developing in the downtown areas of all American cities, and I feel every effort should be made to carry out the Fort to Fort Drive . . . perhaps not all at once, but over the years.

Frederick Law Olmsted and I were delegated as a subcommittee to study the necessary width of Constitution Avenue from the Capitol building to the river. At that time there were seven widths in this distance. We conferred with military authorities as to widths necessary for parades and perhaps their requirements largely influenced the present widths of the paved area, all of which has certainly proved worthwhile. We were a little slow in getting into the plan to develop Independence Avenue for the same distance, but I am glad that this is finally being achieved because I think it is also important.

I have always hoped for the placement of some of our government buildings to the south of Independence Avenue between the Smithsonian Institute and the Capitol. One thing we have achieved in economy was the acquirement of the land at the east end of Capitol Street for our paradegrounds, stadium, etc. It has been gratifying that the waste of dirt from excavation on this land has brought it to reasonably good grade and I think in time this acquirement will prove valuable. You will recall how

hard we worked to get the Board of Trade, the realtors' group, and the various neighborhood associations to agree to that location for the stadium, and I am sure time will prove that it was a right and logical location. I think it would have been very unfortunate to have located the stadium in a closer-in site due to the great automobile congestion that study of stadia over the world disclosed was an important factor.

It is interesting to recall that at the time our Commission was formed there was no connection between Potomac Park and Rock Creek Park, and I think General Grant will remember the many times we have walked up and down through that area, finally deciding upon the location of the present driveway and adjacent areas which have worked out so well.

In 1926, of course, there was little thought of ever developing K Street as an important artery and a proper approach to the north and to the end of Key Bridge.

Then, too, I have always felt that the conception of the George Washington Memorial Parkway from Great Falls to Mount Vernon with the ultimate result of a proper parkway drive on both sides of the river would prove of great value, not only from a traffic standpoint, but would add to the beauty and charm of our capital for residents and visitors from all over the United States and the world. A large part of the land has now been acquired up to Great Falls and I hope the time is not too far distant when at least a part of this road can be completed.

Several years ago we became much worried about the downtown traffic congestion, and I feel that the recommendation of our Commission for a bridge to be built across the Potomac to Alexandria was a wise one and would enable a lot of the traffic simply passing through Washington to stay on that side of the Anacostia River. We were over-ruled in this decision and the twin bridge idea prevailed. Our hopes and plans for the location of Government buildings on Capitol Streets east of the Capitol should ultimately be achieved again spreading the service of traffic needs.

It is interesting to recall the many, many meetings we devoted to the study of the proper location of the national airport. It has always been gratifying to me that the location has worked out as well as it has and with our relief field to use in time of bad fog, and the improvement of flying control making it possible to land regardless of fog, I feel it is extremely important and fortunate to have a close-in airport.

Perhaps some of the greatest achievements of the Commission have been the bad things we have prevented, and which are not self-evident.

I always had a feeling that we were a little extravagant in placing our playgrounds as close together as we have, because I feel a planning commission must keep in mind the ultimate cost to the taxpayers.

I feel the extension of our parkways and parkway drives, particularly in Montgomery County, through the years has proved extremely worth while . . . also the extension

of such important arteries in Arlington and Prince Georges counties are perhaps equally important.

I hope our present Commission and future Commissions will continue to work in close collaboration with surrounding counties, because we must think of our national capital as not being confined to the District lines.

I am enthusiastic about all the work we have done together over these many years in which you, and our dear friend F. A. Delano; Henry Hubbard; Frederick Olmsted; William Delano and others have given so much of their time. I remember in the early days, soon after the Commission was established, some two or three of us at the time of each meeting spent two or three weeks in Washington to make a careful study of all the problems and potentialities of better planning.

I forgot to mention that our early advocacy of zoning, in my opinion, has been fully justified. I am sure that this present Commission and all succeeding Commissions will achieve far more in the years to come than we have done, but I feel we have laid a good, sound foundation upon which to build.

I believe it is extremely important to create more downtown off-street parking and hope the operation of such parking stations can be maintained under private operation. I have always appreciated the fine cooperation we had from capable Thomas H. MacDonald, Director of Public Roads; W. E. Reynolds, Public Buildings Commissioner; the Washington newspapers; the Real Estate Board, and the Board of Trade, as well as Miss Harlean James and the American Planning and Civic Association.

I do hope you can get all the District Commissioners to take a greater interest in the planning than they have. I feel the master-plan upon which you have been working for so long should prove extremely important in helping direct the growth of the city.

The Commission should make every possible effort to avoid string-street type of commercial development in the residential areas, and try to bring about massed neighborhood shopping centers with the greatest control of garish signs. In the eleven shopping centers owned by our company in Kansas City, we absolutely prohibit all roof or projecting signs, and control the size and color of the letters on the store fronts.

The Commission should continue its efforts and studies to bring about by-pass roads which I know it has always been doing in the areas beyond the District itself.

As you know, I have been advocating building of residential neighborhoods that would be good for a hundred years or more, and the erection of homes which will still be a good place to live for generations; and that should always be a sacred objective of planning commissions.

General Grant then introduced Tom Wallace, former Editor of the *Louisville Times* and Vice President of the American Planning and Civic Association, who had been asked to speak for American citizens generally in their interest in their National Capital.

Tom Wallace on the Federal City

Inasmuch as I must deliver an address of greatest gravity, in two senses of the word; a speech of great seriousness and of great weight, I must, at risk of being rude, protest against insufficient introduction.

I am one of the world's richest men. My possessions are my major interest.

I do not know whether I am richer than the Aga Khan, the Maharajah of Baroda, the Nizam of Hyderabad.

Nevertheless my riches are dazzling.

The Tao Scripture on Overweening Success says that if you fill your hall with gold and jade you will not be able to keep your treasures safe.

That was true when the scripture was written; the period, for the purposes of this discourse, of the Forty Thieves.

It is doubly true in this time of deficit spending and deliberate murder taxation.

Yet my great wealth is safe from private enterprise, thieves and tax collectors.

I would not subject your patience to the strain of a complete list of my possessions. Should I be so rash I would almost surely omit much that should be listed.

I have, for forty years, owned all of the East Coast of Africa which you may see from the deck of a steamer between Port Said and the point at which ship lanes turn toward Tuticorin and Colombo.

I have owned since 1909 that part of the desert of Sahara which may be seen from the roof of the Semarimis Hotel, on the east shore of the Nile in Cairo, at the cocktail hour.

I have owned since 1927 all of Mont Blanc that is seen from the Quai de Mont Blanc in Geneva and, since 1928, Mt. Orizaba and Popo and the Sleeping Woman, under her blanket of eternal snow.

I have owned, for more than half of my life, Mt. Fujiama, and the temples of Nikko, the giant cryptomerias and the sacred bridge.

I own the Inland Sea of Japan, including the sacred island of Miajima. I own Ceylon "where every prospect pleases."

I acquired this year ownership of Cotopaxi and Chimborazo, King of the Andes, higher than any peak in the Alps, a truly wonderful property.

I own a large part of the Rockies, part of the Ozarks, part of the Blue Ridge and nearly all of the Cumberlands.

I own eagles which perch on peaks, "ringed by the azure world," and humming-birds whose poise is so perfect that they draw nectar from chalices of flowers without disturbing petals.

I own forests like that which caused Darwin to hesitate longer to doubt the existence of omnipotence, and oceans that raise ranks of white plumed warriors against the battering storm.

I own the Taj Mahal, which under a full moon is so beautiful that it causes rugged men to weep.

I own the New York skyline at dusk, when tall buildings become great castles lighted by a million candles.

I own sylvan scenes in Rock Creek Park and dancing water.

My riches reflect the fact that the human eye takes permanent possession of every inspiring spectacle on which it rests; holds possession, even after loss of what is commonly termed vision, but is only that part of vision that is not memory.

All beauty is order.

There is order always in nature.

There is order in the wildest tossing of the greatest ocean influenced by the greatest storm, and in every natural landscape.

There is order in supreme music and in every well constructed language.

Ingersoll had that in mind when he said William Shakespeare left to us the music, pictures, robes and gems of thought.

Keats was thinking of it when he wrote his most quoted line.

But those whose idea of wealth is money take no note of order. They go after what they want as a hog uproots turf or flowers for grubs.

The American Planning and Civic Association strives to put a ring in the hog's nose. Our host this evening, our Ulysses, whose bow is not bended by any other than Ulysses, is—as the head of the organization—my valued servant. He adds here and there to my riches, prevents here and there my despoilment, guards the gold and jade in my hall.

You will think I wander from my subject when I say that as a young reporter I was assigned to the murder trial growing out of the Hargis-Cockrill feud in Breathitt County, Kentucky; Bloody Breathitt, a Hatfield-McCoy affair, in form and substance, which hasn't made the movies.

The head of the Hargis side was Judge James Hargis, a blue-eyed giant with—Bret Harte forgive me—a smile that was childlike and bland. He did no murder personally. He went about ostentatiously unarmed, a man of peace and goodwill proclaimedly, but he was always surrounded by a ring of trusted rifle and revolver experts ostentatiously armed.

I formed a friendship with the captain of the guard, Douglas Hays. We often went target shooting together. Mr. Hays always peeled a withe and waded out in the shallows of Kentucky River to stick it in the sand.

We shot, with revolvers, at the withe.

The target represented a man's spinal column.

We shot from the rear. That was conventional when convenient in the society of which Mr. Hays was an ornament.

When Mr. Hays' bullet splashed water on the left of the withe he said: "Got him in the left lung."

If on the other side he said: "Got him in the right lung."

If on the left a bit lower: "Right in the heart."

Once he hit the withe and shouted gleefully: "Paralyzed him to the heels."

Thirty years later I met and recognized Mr. Hays in Frankfort and asked him what brought him to the capital.

He said he was looking over his property—which he pronounced, as I do, as if it were spelled "propity."

I expressed surprise; said I didn't known he owned Frankfort property.

"I do," he said, with dignity, "an' I hep pay the archytects, I am a Kentucky taxpayer."

In that way all of us own every roadside that is scarred by erosion, or starred with brown-eyed Susans; every roadside that is adorned with morning glories or with strident tidings of salvation and shaving soap.

All of us own, and pay upkeep upon every building and street and park in the National Capital.

Washington nowadays is the most significant city on earth because, in Brooks Adams' words, the economic center of the world has moved at last all of the way from the Euphrates to the Hudson. The Hudson is governed from the Potomac.

It is important to every American; to everyone whose heart responds to the order that makes great music and made the Mayan temples at Uxmal and Chichen-Itza that Washington became indisputably the world's leading city in order, which, according to Pope, is heaven's first law.

A health to the former head of the National Park and Planning Commission, Ulysses Grant III, a general in rank and title, but our captain. And may his successor succeed.

General Grant called on C. Melvin Sharpe, Chairman of the Committee of 100 on the Federal City, which had been organized for the American Planning and Civic Association by Mr. Delano in 1922.

Mr. Sharpe on Federal Responsibility for the Federal City

On the base of a sculptored group guarding the entrance to one of our comparatively new government buildings on Pennsylvania Avenue is graved in stone this thoughtful phrase "The past is prologue."

I pass this often and it awakens in me the vitality inherent in the reverent teaching of a Great Leader who commanded us to honor our Father and Mother.

On this occasion, I am prideful and hearty in a desire that we all honor a great and dear man, who was literally the Father of the Committee of 100 on the Federal City, our respected and beloved friend, the Honorable Frederic A. Delano.

It was the perspicacity and far-reaching vision of a great leader, that envisioned the necessity for a moving force of community interest to maintain a capital city of strength, beauty and livability, and thus came into being the Committee of 100 on the Federal City.

Please note the use of the words "Federal City" in the titling of this body. It connotes what was paramount in Mr. Delano's large mind and of those who joined with him in the creation of his fine concept.

Speaking personally, I have a conscious fear that the day when the Federal Government does not maintain this beautiful city in its immediate care, and continue its required legal and moral responsibility and supervision in its growth, government and protection, we shall have entered the dark, dismal road of decline. Considering all the consonant facts relating to the

creation, maintenance and future growth of Washington in their true meaning, as inspired by the creative fathers of our republic, we have the majestic thought arise in every American's bosom that this Federal City belongs to all our citizens of every State, and it is the bounden duty of our Federal Officers to maintain it as a prideful model of our unity. With a loss of interest and responsibility by the Federal Government, I can foresee, through the years, the birth of a new Gibbons, who will write of the "Rise and Fall of the Federal City" in mournful tones that echo in sad memory "of the glory that once was Rome."

Therefore, in continuing support of the plan of a great citizen and his broad vision, let us, as members of the Committee of 100 on the Federal City, honor tonight the fine achievements of our First Chairman Hon. Frederic A. Delano, whose lovely daughter, Mrs. Laura Delano Houghteling is with us at this festive dinner, so graciously tendered by our respected host, member and friend, Major General U. S. Grant III, retired, U. S. A.

May I ask you to rise as a visible expression of regard and respect to Hon. Frederic A. Delano, our first Chairman.

Frederick Law Olmsted, as one of the first members of the National Capital Park and Planning Commission, spoke of the value of coordinated planning and the achievements of the Commission in the early years in establishing liaison with Federal, District and nearby Maryland and Virginia officials and of the Commission's service in adopting general principles and policies for developing the National Capital.

A. P. Greensfelder suggested that a Sesquicentennial Memorial might be erected on the Nevius tract—something that would stand for the great principles of Freedom on which this Nation was founded.

Frederick Siddons, Chairman of the Board of Trade, expressed the deep interest of his group in the planned development of the National Capital.

Claude W. Owen, President of the Citizens Advisory Board on the Plan of Washington and Environs, called attention to the service which the Committees of the Advisory Board were trying to perform in studying the tentative chapters of the Comprehensive Plan and making suggestions for their improvement. He said that he looked forward to a day, when the revised Plan could be laid before the entire Board, representing some 75 District organizations, so that the people of Washington might know what the Report recommends and be ready to cooperate in realizing those recommendations.

Harland Bartholomew, whose firm has been acting as consultant, working with the staff of the Commission in the preparation of the current Report on the Comprehensive Plan, laid stress on the growing population of the Washington Region and the establishment of a number of Federal Buildings in nearby Maryland and Virginia, making it necessary to plan for a rapidly expanding area with a greatly increased population. He thought that the time would come

when there would be no more room in the District for sites for new Federal activities and that even now thought should be given to locating agencies which were not absolutely essential in Washington within the surrounding region.

Special Board Meeting of APCA

At a very well attended Board Meeting on October 27 and 28, held in Washington, D. C. two new members of the Board were elected. Mr. Frederick Law Olmsted, of Brookline, Mass. and Elkton, Maryland, who had served the Association both as Officer and member of the Board in years past, and David D. Bohannon of San Mateo, California, were elected as members of the Board.

In addition to Resolutions adopted at the January meeting of the Board and printed in PLANNING AND CIVIC COMMENT, the following Resolutions have been added:

HOUSING

The Board commends the Housing and Home Finance Agency for its dispatch in setting up procedures for planning of urban redevelopment and public housing projects and expresses satisfaction that the stimulus to the production of badly needed rental housing and so-called economy type homes is bearing fruit.

PARKS

The Board reiterates its belief that land once dedicated to parks in cities and counties should be protected from uses unrelated to recognized park services; deplores the use of park sites for public buildings or private development in order to effect fancied economies, when frequently the sacrifice of park values would be much greater than the cost of suitable public building sites.

The Board urges that city and county parkways established for pleasure travel be protected from the heavy commercial traffic.

FEDERAL CITY

The Board continues to emphasize the Federal character of the Federal City and the responsibility of the Federal Government to make available its just share of the expenses and to maintain its essential supervision over the legislation and administration of the District of Columbia; urges the adoption by Congress of an Act to put into effect the recommendations of the Bureau of the Budget concerning the National Capital Park and Planning Commission (S. 1931-H.R. 4848, passed the Senate on Sept. 27 and pending in the House) and suggests that provision for coördination of planning be eliminated from H.R. 4776 (Sasscer Bill) as overlapping and perhaps hindering the adoption and operation of the pending S. 1931; suggests that in future all public projects for structures and highways in the District of Columbia be submitted to the National Capital Park and Planning Commission and that the recommendations of the Planning Commission shall stand unless over-ridden by the District Commission with a written

statement of the reasons; urges the implementation of the Urban Redevelopment Act; endorses the project of a memorial use of the Nevius Tract, provided that the Veterans Administration releases it and provided that the project has the approval of the Fine Arts Commission and the National Capital Park and Planning Commission and endorses the opposition of the National Capital Park and Planning Commission to the use of any adjacent site which by height or size would damage the view of Arlington Heights as a background of the Lincoln Memorial; urges the adoption of S. J. 152 (Senator Neely) proposing an amendment to the Constitution of the United States to grant representation in the Congress and among the electors of President and Vice President to the people of the District of Columbia.

Conservation

The Board is glad to note the increase in 1949–1950 appropriations for the maintenance and operation of the National Parks and Monuments, with their mounting record of visitors to be cared for; urges appropriation of funds annually for the acquisition of private lands within the National Park System; urges the inclusion in the System of adequate coastal parks; maintains that the creation of National Parks and Monuments is a function of the Federal Government for the benefit of all the people, not to be unduly influenced by local considerations; opposes the transfer of all or part of the National Parks and Monuments, National Forests or Public Domain to the States; reiterates its approval of the Jackson Hole National Monument and opposes any measures of Congress to abolish or reduce the Monuments; opposes reduction of the Olympic National Park; opposes the construction of Glacier View Dam which would flood the western part of Glacier National Park as bad for the precedent which would threaten protection of National Parks and Monuments from all commercial encroachments, as well as for the park itself; urges the passage of a bill in Congress to remove the Green River downstream in Mammoth Cave National Park from the Ohio River Basin flood control plan, because the surface of the park, including Green and Nolin Rivers in addition to the underground streams of the Mammoth Cave would be damaged by the initial structures and more seriously damaged by the contemplated power development; stresses the importance of sustained yield for the products of the U. S. Forest Service; commends the constructive work of the Soil Conservation Service; and maintains that comprehensive water programs should include among public beneficial uses the conservation of scenic and recreational streams and lakes free from injury; urges the inclusion of scenic and wildlife uses in a balanced development of water resources; urges that all Federal agencies administering publicly owned or publicly controlled natural resources be brought together in a Federal Department of Natural Resources, with a Secretary in the Cabinet and an independent board of review for all water projects, as recommended by

(Concluded on page 23)

Strictly Personal

Ronald F. Scott is now Director of Planning for the city of Greensboro, N. C. having formerly been connected with the Tennessee State Planning Commission in Johnson City, Tenn.

Oscar Stonorov will be in charge of the exhibition of the works of Frank Lloyd Wright at Florence, Italy, being staged under the sponsorship of Arthur C. Kaufmann, executive head of Gimbels Department Store. Mr. Stonorov left in August for Florence.

F. Scott Bagby has recently been appointed Planning Director of Grand Rapids, Mich. He had formerly served in a planning capacity at Montclair, N. J.

Dallas S. Dupre, Jr., who retired recently as landscape architect for the Ohio State Highway Department, has been succeeded by W. J. Garmhausen. Mr. Dupre was largely responsible for the development of Ohio's roadside parks.

James A. Gibbs, Park Board member of Seattle, was elected President of the International Northwest Parks Assn., held at Tacoma, Washington, August 11 to 13.

Lewis C. Scoggin was elected Vice President of AIPE at the 51st Annual Meeting held in Detroit, Sept. 20–22.

Warren Vinton has been named to the newly created position of First Assistant Commissioner of the Public Housing Administration under Commissioner John Taylor Eagan and Nathaniel Keith has been named head of Slum Clearance and Urban Redevelopment.

Francis J. Magnuson, formerly City Engineer of Rochester, Minn., is now Asst. Engineer, Department of Public Works at St. Paul, Minn.

David D. Rowlands is now Township Manager at Mt. Lebanon, Pennsylvania. He was formerly connected with the Planning Dept. at Wichita.

Corwin Mocine who has been planning director at Phoenix, Arizona, has been appointed planning director of Berkeley, California. He assumed his duties on October 17.

The Architectural Forum for November, 1949 reports that Dean William Wurster is "going back next fall as Dean of the University of California's School of Architecture."

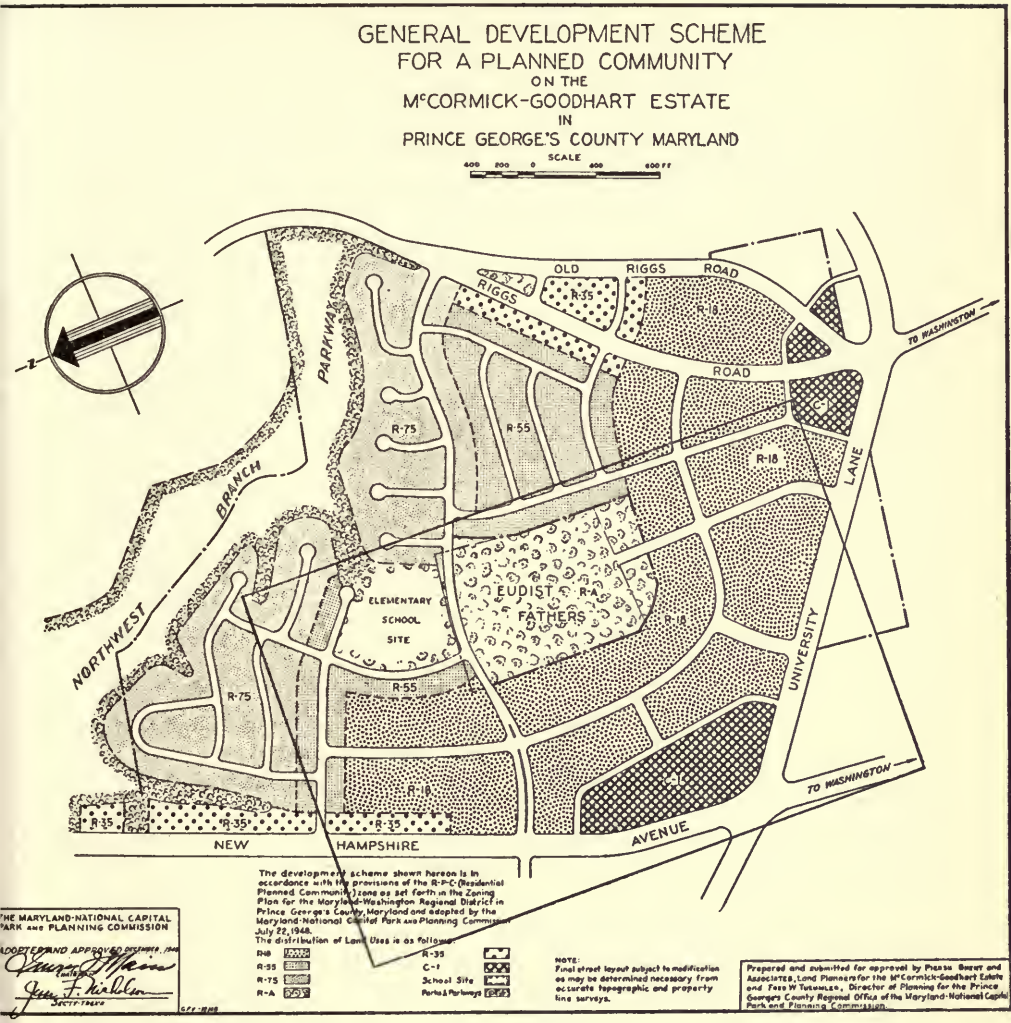
Langley Park, A Planned Community in Prince Georges County, Md.

By PIERRE GHENT

Langley Park, a new name in communities springing up in the Washington Metropolitan Area, is the first planned community to receive the approval of the Maryland National Capital Park and Planning Commission. That it is well on its way to becoming a reality is evidenced by the announcement of the Federal Housing Administration that 1,542 living units would be built by the Standard Construction Company.

Langley Park takes its name from the old McCormick-Goodhart estate which embraced approximately 540 acres at one time. The area included in the planned community is about 350 gross acres. Deducting areas set aside for parks, schools, recreational areas, a possible parochial school and the present Willowbrook Seminary, the net area is about 275 acres. The community is planned for a population of 3,500 families or about 14,000 people. The gross density, therefore, will be 10 families per acre ranging from 3 to 20 families per gross acre. Thus the announced project will provide for almost 50 percent of the ultimate planned population.

Under the guiding hand of Fred W. Tuemmler, director of planning for the Prince Georges County Regional Office of the planning commission, the planning consultants prepared a general plan. With a background of having prepared land planning and economic studies for over 60,000 homes in various parts of the country during the past nine years, Pierre Ghent and Associates made a general land-use plan, which in modified form was submitted to the representatives for the McCormick-Goodhart estate, the Standard Construction and the Eudist Fathers, the latter having previously purchased a 25-acre tract in the center of the area, including a beautiful mansion with formal landscape gardens. The Planning Commission functioned as a moderator in adjusting the differences between the several interests involved in the approval of the plan, obtaining concessions here and there. In one instance, for example, better alignment was provided for an interior roadway; in another, tentative adjustments in land ownership to provide more logical boundaries for the tracts. In general, the Planning Commission, through its Planning Director and technical staff, assisted in the allocation of land uses and the development of the plan. After all of the interested parties had offered their criticisms, the general plan showing the proposed land uses provided the basis for favorable action by the County Commissioners of Prince Georges County on the rezoning for apartment-house use of some seventy-five acres of land to be included in the initial development of the Langley Park Apartments.



As provided for in the general development plan, following the scheme of the planned community, Langley Park will have a range of dwelling types which will include one-family, detached and semi-detached dwellings; low-density, so-called 'garden-type' apartments; a community shopping and business area; and a ten-acre site for a public school centrally located in the tract, immediately adjacent to and connecting with an extensive wooded area bordering Northwest Branch which has been reserved as a part of the regional parkway system in the area. The parkway, when developed, will provide not only desirable open space with scenic beauty immediately adja-

cent to the community but will have within it playgrounds, picnic areas, bridle paths and trails, and other recreational facilities of benefit to all of the people in the area.

The whole area has been so laid out that access to schools, commercial areas and parks will be convenient and relatively safe as far as traffic hazards are concerned. About 95 percent of the homes will be about one-half mile from these points and over 70 percent will be within one fourth mile. Less than 25 percent of those who wish to walk to and from the schools, commercial areas and the parks will need to cross more than two streets, of which only one will carry primary residential traffic. None will have to cross a major traffic artery such as a state highway. Along two major highways bordering the new community at Langley Park, additional width has been dedicated at the request of the Planning Commission to provide for service roadways and channelization at an intersection to keep the traffic of the project insulated from through traffic on the main roadways. Another major road, having bad alignment, has been relocated. In this case also, the new right-of-way is made available by dedication at no cost to the State.

The first development mentioned above will consist of 1,542 garden type apartments located adjacent to the primary commercial area at New Hampshire Avenue and University Lane. The site layout utilizes the *super-block* design. The large blocks contain as much as 10 acres. The *off-site* improvements will thus be reduced to a minimum requiring less than four linear feet of gross street width per living unit. Even though all of these improvements will be the highest grade for primary residential areas, their cost will be less than $100 per apartment. This will cover standard concrete curbs and gutters, heavy duty residential street paving, complete storm drainage, five-foot sidewalks on both sides of the streets. This amount does not include charges made by the Washington Suburban Sanitary Commission for water and sewer mains and connections.

Provision has been made for off-street parking for all vehicles owned by tenants, since the zoning regulations require that one hundred percent off-street automobile parking be provided in apartment-house areas.

The architects for the project, E. Burton Corning and Raymond G. Moore, working with the planners, have developed a general pattern of the building layout which is straightforward, using deep, wide courts surrounding the parking areas. Thus the tenants will be encouraged to utilize the parking areas due to the fact that it is a natural desire to park as near the front door as possible. Careful studies have been made to keep the depth of the courts within safe fire-protection limits, as recommended by the fire underwriters.

In addition to the small play areas normally required by FHA, a number of junior or adult recreation facilities will be provided such as tennis, badminton, and horseshoe courts, a ten-foot wide outdoor roller skating rink and outdoor

basketball courts. The representatives of the school board of Prince Georges County have indicated that general use of the ten-acre tract that has been reserved by the owners for a school site will be allowed. It is expected that development of the Northwest Branch Parkway will be undertaken by The Maryland-National Capital Park and Planning Commission as funds are made available for this purpose. Thus all of the play and recreational facilities mentioned will be either within the boundaries of the Langley Park Apartments or not more than one-half mile from the farthest tenant.

A great deal of care will be taken to preserve the existing trees and shrubbery now located in various areas on the estate. A whole group of buildings have been relocated to save a massive willow oak tree which has a circumference of more than 18 feet. Special landscape treatment is being provided to permit the tenants to enjoy the shade of this old landmark. The McCormick-Goodhart interests have hopes that this tree will be kept in good health for many years.

All of the courts have been oriented to provide a maximum of air and sunshine and there will be only one north court in the entire project. A north court is undesirable because snow and ice tend to stay longer in winter. However, the livability of the apartments is not affected because in this north court the living rooms will face to the south. All apartments will have through ventilation, thus allowing the uninterrupted circulation of sunshine and air.

The courts, parking areas, playgrounds, recreational areas, laundry rooms, tenant storage spaces and the buildings will all be connected with each other as well as with the street walks by a system of internal walks and paths. Yard and parking area lights will make these walks pleasant and safe, both night and day, free from the usual traffic hazards found in the normal block or gridiron developments.

Special Board Meeting of APCA

(Continued from page 18)

the Committee on Natural Resources of the Commission on Reorganization of the Federal Government, to the end of fostering our dwindling resources on which the future welfare of the Nation will depend; urges that the Bridge Canyon Dam on the Colorado River be limited in the pending bill (S. 75) to 1877 feet and notes with pleasure the announcement of the Secretary of the Interior that the Kanab Diversion which would have damaged Grand Canyon National Park is now abandoned; opposes the Echo Park Dam which would destroy important values in Dinosaur National Monument; opposes the proposed cableway in Mount San Jacinto State Park as an intrusion upon a highly spectacular wilderness area of national importance.

Recreation Activities in the Federal Government

In the excellent 50-page Report of the Federal Inter-Agency Committee on Recreation, entitled The Role of the Federal Government in the Field of Public Recreation, issued in June, 1949, we find an Outline of the Major Federal Developments affecting Recreation, which we are glad to present:

Land and Water Areas Made Available for Recreation

1864—First Federal land made available for recreation.

1871—Bureau of Fisheries established in Department of Commerce.* Use of Federal areas for conservation of fish, wildlife and other natural resources during this period.

1872—Yellowstone National Park created.

Recreation provided in connection with development by the Corps of Engineers of coastal and inland waterways and beach erosion.

1885—Bureau of Biological Survey established in Department of Agriculture.*

1897—Use of national forest areas for recreation.

1906—President authorized to establish national monuments by proclamation to protect historic, prehistoric and scientific features.

1915—Additional authority granted for additional recreation uses of forest areas.

1916—National Park Service created for unified administration of National Parks, Monuments and Historic Sites, then or thereafter assigned to the Department of the Interior.

Recreation Services

1867—Office of Education established to serve educational institutions and agencies, recognized relationship of education to recreation from the first.

Nation-wide programs for conservation of fish, wildlife and other natural resources inaugurated during the closing years of this period.

1912—Children's Bureau created. Services in the field of recreation for children included in its program.

1914—Establishment of Agricultural Extension Service provided vehicle for stimulation and cooperative planning of recreation in rural communities.

*These two Bureaus became part of Fish & Wildlife Service of Department of the Interior in 1940.

1926—Authority granted to sell, lease, or exchange to the States and their political subdivisions unreserved non-mineral lands which have been classified as chiefly valuable for recreational purposes.

1930—Congress authorized the preservation of recreation values along water routes in an area in northern Minnesota.

1933—All national monuments, national military parks, and other related areas, until then administered by the War Department or the Forest Service of the Department of Agriculture, transferred to National Park Service.

Emergency work relief programs authorized included *services* to States and localities in *developing facilities and providing program leadership.**

Civilian Conservation Corps assisted Federal, state and county government agencies in developing areas and facilities.

1935—National policy declared by Congress relating to preservation of historic sites, buildings and objects for public inspiration and benefit.

1936—Establishment of Lake Mead (then Boulder Dam) as the first national recreational area and assignment of administration to the National Park Service under interbureau agreement with the Bureau of Reclamation.

1942—Transfer to the States of recreation demonstration areas developed by the National Park Service authorized by Congress.

1933—Emergency work relief programs authorized included *services* to States and localities in *developing facilities and providing program leadership.**

1933—Federal housing programs inaugurated included recreation planning and services.

Resettlement Administration provided recreation leadership to residents of its communities.

1935 and 1936—Congress authorized the National Park Service to cooperate with other Federal agencies and the States in recreation planning.

1936—Technical Committee on Recreation created by Inter-Departmental Committee to Coordinate Health and Welfare Activities to study Federal recreation services and recommend plans for coordination and extension of services.

During this period several Federal agencies developed recreation programs for their own employees.

1940—U. S. Travel Division created to encourage and promote travel in the United States.

*Program related to *service* and *development* of land areas.

1944—Congress authorized the Department of the Army to provide for the recreation use of reservoir areas under its control. Responsibility for this was assigned to the Corps of Engineers.

1948—Authority granted for disposition of surplus Federal properties to States and political subdivisions for parks, recreational areas, historic monuments and wildlife purposes.

Army and Navy developed broad war recreation programs for their personnel. American Red Cross undertook recreation services in on-the-post hospitals and in communities in combat areas. A temporary Division of Recreation was created in the Federal Security Agency for stimulating and advising communities regarding recreation for servicemen and war workers; for maintaining relationships with the United Service Organizations; and for recommending to the Federal Works Agency projects for Federal war recreation buildings and services.

Veterans Administration developed widespread recreation programs in its hospitals and institutions.

1946—The Federal Inter-Agency Committee on Recreation was organized for self-coordination and joint planning designed to meet the increasing demand for recreation facilities and services.

Commentaries

The Carlsbad, New Mexico City Council has passed an ordinance creating a city planning commission to be known as the Carlsbad Planning Commission. The commission grew out of a chamber of commerce move for action on the zoning ordinance and finally a recommendation that the council adopt an act for the commission, which will have five members to be appointed by the Mayor, subject to the approval of the city council, for two-year terms. The commission will elect its own officers and will have all the powers set forth in the state laws of 1947. The commission may also act as a zoning commission.

New Mexico has a new Roadside Council, spearheading the movement to eliminate and control the display of billboards and signs along highways in the State. Mrs. Harold Edwards presided over a meeting on November 7 which was addressed by Newton B. Drury, director; Hillory Tolson, assistant director; and M. R. Tillotson, regional director at Santa Fe of the National Park Service.

The Master Plan Study Project of the Richmond, Va., Planning Commission, is being undertaken as a special 15 months' job in addition to the regular current planning activities of the City Plan Commission. Julian W. Tarrant is in charge, with Oscar Sutermeister heading up the research part as Senior Research Analyst. The project will

consist of the following studies and plans: I. Comprehensive Plans of Major Streets, Transit and Transportation Facilities, properly coordinated with one another and with a long-range Land Use Plan for the desirable future development of the City of Richmond and environs. Special emphasis is to be placed, in making the studies and preparing these plans, on the best location and general design features of expressways—with the view primarily of securing for the city the greatest possible benefits from the building of the expressways, from the standpoint of traffic relief, improvement of transit service, as well as desirable future land use and general community development. II. A long-range Land Use Plan for the desirable location and extent primarily of private land uses—residential, business and industrial of various categories. This plan to be based, among other things, on the appropriate organization of the city and environs into non-residential and residential parts, and of the latter into sub-communities and neighborhoods or planning districts; to be in scale with the growth of population and economic activities anticipated in the next 20–25 years, and with the probable land requirements of the community, in the light of such anticipated growth, for all necessary purposes. III. Modifications of those parts of the "Master Plan for the Physical Development of the City of Richmond, 1946" pertaining to schools, parks, playgrounds, and other community facilities, to the extent found necessary or desirable in the light of the foregoing studies and plans—in order to achieve full coordination between the plans for such facilities and those for Major Streets, Transit and Transportation Facilities, and Land Use, to be prepared under I and II above.

The Cornelius Amory Pugsley Gold Medal for 1949 was presented to Dr. Waldo G. Leland, Chairman of the Advisory Board of the National Park Service by George McAneny, President of the American Scenic and Historic Preservation Society at a luncheon-meeting of the Board of Trustees held November 22, 1949, in the Chamber of Commerce of the State of New York at 65 Liberty Street, New York City. Presentation of the Silver Medal for 1949 was made to Hillory Tolson, Assistant Director of the National Park Service. The Bronze Medal for 1949 was posthumously awarded to the late Jay Downer, being received by Mrs. Jay Downer. Citations to the three medal recipients were made by the Hon. Horace Marden Albright, Vice-President of the Society.

Dwelling Conditions in the two Principal Blighted Areas of Miami, Florida, a survey made by the personnel of the City of Miami and the Dade County Health Department, is an analysis of conditions in the two principal negro areas. The areas under study are the Coconut Grove area and the central negro area of downtown Miami. The data are presented in the form of chart and tables which follow the type of survey developed by the Committee on the Hygiene of Housing of the American Public Health Association, to serve as a yardstick for determining the type of the housing problems and to suggest remedial measures. In short, this report will serve as the scientific basis for slum clearance.

The Philadelphia City Planning Commission has issued a report to the citizens on the new and modern expressway that is to become a reality in Philadelphia—the Schuylkill Expressway to be located on the west bank of the Schuylkill River to extend northward from University Avenue, and in South Philadelphia, to City Line. There it will connect with the Valley Forge Expressway which is to carry traffic to and from the eastern terminus of the Pennsylvania Turnpike near King of Prussia. It will cost approximately $50,000,000, the State supplying most of the funds. This booklet is well illustrated with cuts and maps

Report No. 1 of the Planning Commission of Baltimore was published June 1, 1949. It is titled, The Basis for a Master Transportation Plan. The Report squarely faces the fact that congestion clogs the streets of Baltimore in the downtown districts with danger and blight following rapidly. This report, and its second part which is to be issued this fall, will give the citizens of Baltimore proposed solutions of the transportation problems. The major problems are set forth in a series of simple diagrams. Baltimoreans will profit by studying this presentation. If the intolerable problems of traffic and parking are to be solved and the area, downtown Baltimore, saved from blight and decay, the warnings must be heeded. We commend this study to every citizen of every city where bold steps are needed to ward off complete strangulation of the metropolitan areas.

Ladislas Segoe, as planning consultant, has sent us a copy of the Master Plan of Chillicothe, Ohio and Environs, recently published. He says that it isn't often that small cities can find funds for publishing their reports. The publication is a home-made job—one of the paper industries of Chillicothe, the Mead Corporation, having put it out on their own printing plant. Some of the larger exhibits may have been reduced too drastically so that their legibility is not the best, but on the whole it is a most creditable job. The plan is the result of research covering over a year and a half with the general purpose of systematizing community development, not necessarily accelerating it. This town, with its population of about 22,000 people, is to be congratulated on the personal initiative which stimulated this Master Plan.

The Department of Conservation and Development of the State of North Carolina has issued its 12th Biennial Report. This is a very complete report. In connection with Cape Hatteras State Park, it is stated that the possibility of establishing the National Seashore now seems remote. For the past several years, the Park has been in inactive status, as it was planned to turn it over to the Federal government as part of the Cape Hatteras National Seashore. Because of this, no State funds were used in operating or maintaining the Park during the biennium. Until more funds are provided, Cape Hatteras will be supervised on a part-time basis by a combination Forest Warden-Park Warden.

The Cliffs of the Neuse State Park, a 320 acre area on the Neuse River in Wayne County, 17 miles out of Goldsboro, includes the interesting 90-feet high cliffs which are unusual botanically. A feature is the galax growth. Though still undeveloped, this park bids fair to be heavily patronized when public facilities are provided.

Report is made on the restoration of Tryon's Palace at New Bern, for which the General Assembly appropriated $150,000 for the purchase of the site in order that the State might avail itself of the generous offer of Mrs. J. E. Latham of Greensboro, who has placed $100,000 of a fund of $250,000 in trust and has given notice of her readiness to put up the remaining amount for the restoration of the famed royal governor's palace. Various points which have arisen will need to be solved before the restoration project goes forward. The final selection of the right-of-way of a new highway which will pass by the property, and assurance that funds available for the purchase of the site and the restoration work will be adequate, are among the problems. The restored palace is expected to be one of the show place of the State and an outstanding tourist attraction.

The City Plan Commission of Dearborn, Michigan, issued its 20th Annual Report in July 1949. Annual reports have been standard procedure with this Plan Commission since its inception in 1928, but this publications marks only the second such report since the Commission has had a full-time technical staff. Citizens of Dearborn are told

that an expanded budget allowance for the staff of the Planning Commission will assure many more future studies and final embarking upon the master plan. Considerable progress on the Master Plan is indicated by the gradual upgrading in zoning of the City's 33 neighborhood units. The passage of an amendment to the Industrial section of the Zoning Ordinance represented the first step in a general revision of the Ordinance. The adoption of the first phase of the Off-street Parking Ordinance and the subsequent discussions on the parking meter provision, indicate success in the future for the remaining phase which concerns municipal parking lots. Basic subdivision regulations, not yet adopted, together with the cooperation of the Department of Public Works, will guide the growth of Dearborn along desirable lines. Substantial advances are being made and the Plan Commission is to be congratulated.

Oakland's Annual Report for 1948–49 concludes with a stirring statement on "What Oakland Needs." This feature of the report may be read with profit by all engaged in city planning. The chapter points out that plans serve no useful purpose until they are translated into action. It is stated: "What is needed is a nucleus of far-sighted, resourceful citizens willing to work for the improvement of Oakland through planning. Such a group could easily capture the imagination of large numbers of people and organize their latent interest into an effective force for promoting civic improvement. Oakland needs an organization to inform the public of the advantages of planning and to channelize effectively public opinion to promote planning . . . Oakland's greatest need is for truly democratic participation in planning."

Housing in a Framework of Community Planning

The Community Planning Association of Canada, which is organized along the same lines as the American Planning and Civic Association in the U. S., reports that the two hundred people from all Provinces who attended the National Citizens' Conference on Planning in Winnipeg in October, came home with clearer ideas on how Canada's vast building program might be handled in the 1950's. The Conference was summoned by the Community Planning Association of Canada, to look into their urban and rural development problems, into the planning attempts and achievements of the past, and the training of professional planners for the tasks of the future. Looking backward, it concluded that "rapid building, such as Canada has seen since the war, can easily degenerate into chaotic development. The later 1940's present a saga of lost opportunities to build well." Looking forward, the Conference concluded that, "the recent declaration of the Federal Government on housing can be read as heralding a happier phase of community development ahead."

Retiring President R.E.G. Davis, in his opening address to the Conference sounded this theme: "This Conference places much emphasis—not on what should happen in a planner's paradise—but on what has been happening this year, last year and the year before in the communities of Canada. We need to be better versed in the physical development of this country . . .

Then and only then shall we be in a position to remold Canadian communities into pleasanter and more commodious patterns during the years which lie beyond this midpoint in the twentieth century." To help the delegates to see how rapid has been their recent urban expansion, the Conference was surrounded by maps showing the post-war sprawl of major cities.

The Conference was told of the apprenticeship in community planning that has already been served by national, regional and local government agencies. It was assured a higher standard of technical assistance in planning, due to the University courses now under way at Manitoba, McGill and elsewhere. From veteran planner Henry S. Churchill of New York, the delegates heard that the growing pains of their cities are shared by other countries, and are too deep-seated to be cured by emergency measures.

The final session, chaired by newly-elected President W. Harold Clark of Toronto, drew up a national program of action for the Community Planning Association of Canada. The Conference said flatly that Federal housing legislation should show faith in local governments—a willingness to delegate to them a growing responsibility for measuring housing needs, and for choosing the sites that will provide amply for the community and commercial facilities that healthy Canadian families require.

Officers of the Association met with the Canadian Minister of Reconstruction before the new housing bill was introduced to Parliament. They urged: (1) That Federal authorities recognize municipal competence to appraise housing needs and to plan housing programs; (2) That Ottawa require local housing survey and analysis before advancing Federal funds to meet local housing needs; (3) That the Federal government announce immediately its intention, at the end of perhaps two years, to limit Federal financial aid to those housing projects that fit into overall community planning; (4) That to make these things possible, there may have to be Federal funds advanced for community planning, and for the building of some necessary community facilities.

Equally important were the recommendations of the National Planning Conference addressed to provincial and local governments. Provincial governments were urged to vote funds, to strengthen their legislative and technical staffs so as to be able to carry out their part of the new inter-governmental housing program. The delegates agreed there would have to be more vigorous direction by the local government of physical changes.

The Federal government was commended for housing proposals broad enough so as not to compel segregation of families in one class-areas—a notable social result of previous legislation. However, CPAC stressed that balanced and fully equipped neighborhoods would not be created merely by legislation at any level, but only by a national determination that public and private resources for housing should be cast into the best community end-product of which Canadian skills and resources are capable.

Planning Education Notes

The University of Washington offers graduate and undergraduate courses in Regional and Resource Planning, presented cooperatively by the College of Economics and Business, the College of Education, the Departments of Architecture, Civil Engineering, Geography, and Sociology, and the Graduate School of Social Work. A special curriculum for city planning is offered in the Department of Architecture. The curriculum in Regional and Resource Planning includes a graduate year, built upon undergraduate training in Civil Engineering or Social Science, leading to an M.A. or M.S. in Regional Planning. A course in Principles of Planning is given to senior Civil Engineering students.

The faculty consists of Dr. Raymond B. Allen, President of the University; Dr. Edwin Southern, Dean of the Graduate School; Dr. Richard G. Tyler, Chairman Committee in charge of course; Joseph Demmery, Professor of Business Fluctuations and Real Estate; Howard H. Martin, Ph. D., Executive Officer of the Department of Geography; Donald H. Webster, Executive Secretary of the Bureau of Government Research.

The University sponsors each summer an Institute of Government, which includes a planning section for practicing planners and civic leaders.

Harvard University. The Department of Landscape Architecture offers a scholarship for the academic year 1950–1951, carrying a stipend of $600, the equivalent of tuition for one year. Candidates must have received Bachelor's degree, or equivalent, within the past three years. For further information, write the Chairman, Department of Landscape Architecture, Robinson Hall, Harvard University, Cambridge, 38, Mass.

New School for Social Research is offering two courses in housing and planning, in the fall term which began September, 1949. According to Dr. Bryn J. Hovde, the aim is to present the problems, current methods and techniques of housing and planning administration. Charles Abrams, housing authority and visiting professor of the Graduate Faculty of the New School, is head of the New School's housing and planning division. Robert C. Weinberg, architect and city planner, opened a series on City Planning in and around New York City, with four lectures entitled Public Housing Design to be given by Samuel Ratensky, Chief of Planning of the New York City Housing Authority. Mr. Abrams is conducting a seminar on Housing and Planning in the fall term and in the spring term Lewis Mumford, author and former professor of Humanities at Stanford University, will deliver a course of six lectures on Goals for Urban Development.

Citizen Action for Community Planning

NEWS ITEMS FROM CITIZENS' ORGANIZATIONS

Allegheny Conference on Community Development reports a Community Activities Exhibition of models, displays, and photographs depicting the comprehensive community development program now in progress in Pittsburgh, Pennsylvania. It is being featured at Carnegie Museum until January 1, 1950.

Pittsburgh's Urban Redevelopment program has made substantial progress during 1949. The Equitable Life Assurance Society of the United States has announced its plans for the redevelopment of 23 blighted acres in downtown Pittsburgh. The project, located in the Point area where the Monongahela and Allegheny Rivers form the Ohio, calls for the construction of a number of skyscrapers in a park setting which will blend with a new 36-acre park at the tip of the Triangle and will give the Steel Capital one of the world's finest and most extraordinary business districts.

In Pittsburgh the concept of urban redevelopment is also being applied to industry. The Jones & Laughlin Steel Corporation will revamp a 165-acre tract on the South Side at a cost of $42 millions. In addition to increasing substantially the corporation's steel-making capacity, the project will result in added rail yard facilities, vast street improvements, and other community benefits.

Both projects are being carried out through the Urban Redevelopment Authority of Pittsburgh. Several large-scale private housing projects are also in the planning stage.

The Baltimore Citizens Planning and Housing Association reports that the Department of Planning—its Commission and Director—appreciate the fact that the key to effective city planning lies in broad citizen support. The Planning Commission has recognized that the first step in securing this kind of support is for it to publish adequate data on which such support can be based. It has published in rapid succession "Planning Thru Program" (a general statement of its work), "Basic Principles of a Master Transportation Plan" and "A Tentative Master Transportation Plan." These reports will be followed by others until the entire master plan has been completed.

In line with its program of promoting good community relations the Commission has welcomed visitors to its meetings. It has joined with the Citizens Planning and Housing Association and a local radio station in a series of nine programs on "Your City's Future," which have interpreted to the community its present program. Its Director, Arthur D. McVoy, has contributed his talents for five Thursday nights in November and December to give illustrated lectures and lead discussions on city planning for eight civic organizations. Mr. McVoy gave this same series in Mexico last summer at the

request of the State Department.

The CPHA is wholeheartedly behind the Department of Planning and will cooperate in every way possible in assisting it to put across its Master Transportation Plans and its other plans as they are published.

The Citizens' Housing and Planning Council of Detroit has been undergoing a complete reorganization, change of name and change of policy. For several months a Program and Policy Committee has been working out details of plan and program, which have now been accepted by the Board of Directors and sent to the membership for their vote.

The election of nine new members to the Board now gives the CHPC a broad cross-sectional representation which includes big industry, business, real estate, labor—both AFL and CIO—religious and racial groups. Committees are in process of being set up to work on such basic community improvement items as transportation, slum clearance, housing, recreation, clean city, regional planning and governmental structure and financing. Some of these are necessarily long-range projects, others include specific short-term projects capable of completion within the next two years.

Like many other citizen organizations for community improvement, CHPC of Detroit last spring put on a city-wide Yardville contest, giving prizes of $150.00, $100.00 and $50.00 for the best cooperative plans for backyard improvement submitted by groups of neighbors. The prizes and publicity stimulated such widespread interest that a continuing Yardville project or contest will undoubtedly become part of CHPC's long-range program along with alley closing and neighborhood planning.

In addition to special projects and program planning. CHPC has carried on its usual work of education in planning through community and neighborhood groups, settlement houses, and women's clubs. Several new civic affairs committees in the city are the results of CHPC's insistence that every organization no matter what its original purpose, must keep abreast of city plans if they are to receive the citizen support they must have, to be put into effect.

The Citizens Regional Planning Council of Kansas City, Mo. is now headed by Lyman Field, lawyer, who succeeds Delos C. Johns who sought release because of the press of private business. Announcement was made by Herbert H. Wilson, Chairman of the Board of Trustees. Heading the list of projects to be undertaken by the Council will be a comprehensive survey of public transportation problems in Jackson, Clay, Platte, Wyandotte and Johnson counties. Another of the major activities will be a study looking toward the possibility of creating a port authority to handle Greater Kansas City air terminals.

The New York Regional Plan Association held its fourth Regional Plan Conference at the Hotel Roosevelt on November 15, bringing together officials and citizens of the New Jersey-New York-Connecticut Metropolitan Region to discuss Industrial Development, Zoning for Apartments, Parking Solutions, Ur-

ban Developments and other planning matters. As usual, the conference was well attended and the program stimulating. On November 30, 1949, under the aegis of the Citizens Conference on City Planning of which C. McKim Norton is Chairman, there was held the second meeting in two years to be sponsored by leading city-wide organizations—the Citizens' Committee on Children, Citizens' Housing and Planning Council of New York, Inc., Citizens' Union, Municipal Art Society, New York Chapters of the American Institute of Architects and the American Society of Landscape Architects, New York City League of Women Voters, New York Metropolitan Committee for Planning and the Regional Plan Association. To these were added nearly one hundred co-sponsors for the all-day meeting on Rezoning New York City. Robert F. Wagner, Jr., Chairman of the City Planning Commission, and Manhattan Borough President-elect, was one of the speakers. The meeting was opened by Henry Bruere, Chairman of the Board of the Bowery Savings Bank.

The Regional Plan News for November, 1949, reported that action was being taken in many parts of the Region to promote park and playground development and that four new planning boards were getting under way in New Jersey, three in Bergen County and one in Monmouth.

The Pasadena Citizens Council for Planning on November 28, 1949, held an important meeting on highways, stressing the need for an East-West Freeway and a new Colorado Street Bridge. The Council plans to hold monthly meetings in the Public Library lecture hall. The Council reported on the topics discussed at the Planning Commission meeting, when the City Manager, Don C. McMillan, asked the Planning Commission to make a survey to ascertain the most critical parking areas, with the thought that the city might purchase more parking lots. A new Off-street Parking Ordinance went into effect November 13, 1949.

The Greater Peoria Civic Association, a group of citizens whose object is to promote interest in city planning; to support all civic and physical improvements of Peoria in accordance with the comprehensive Regional Plan; and to strive for those things which will result in improved living and working conditions within the Peoria Region, reports that the Association is directing its principal attention to helping establish a regional planning commission, to be presented to the county of Peoria. The next item on the agenda is the promotion of an Airport Authority. Last year, the Association sponsored a Backyard and Neighborhood Playground Contest.

The Philadelphia Citizens' Council on City Planning reports that three neighborhood groups shared the $500 first prize in the $1000 McCall Yardville Contest, sponsored by the Citizens' Council on City Planning. The winners are the Emily Mercy Civic Association, the Jeanne H. Barnes Memorial Playground and the St. John's

(Concluded on page 71)

Rochester's Parking Program

Summarized from articles in Urban Land, September and October issues

An interesting attack on the parking problem is developing in Rochester, N. Y. where the city, through its engineering bureau headed by Kenneth Knapp, City Engineer, is developing municipally owned and operated lots on tax delinquent land. In surveying its parking problem, the city found a number of tax sale properties on its hands which were well situated for off-street parking purposes within a convenient distance of the central business district. Capitalizing on this potential asset, the city opened its first lot on May 6, 1947. Three more lots were put into operation during the same year, three in 1948, and two during 1949, making a total of nine lots providing over 500 parking spaces.

Most of the lots now in operation lie in relatively close proximity to the central shopping district which extends along Main Street from Plymouth to Gibbs. Lot 8 is located near the shopping district at East and Winton, which is a major subcenter located about 2½ miles from the central city.

Rochester has set a pattern of excellence in the construction of their parking lots. Lot No. 9, for example, is entirely hard-surfaced with 10 in. paving, consisting of 4 in. of gravel foundation course, 3 in. of crushed stone, and 3 in. bituminous macadam, type 2-A, wearing surface with adequate sub-drainage. Parking bays are bounded by 4 in. granite curbs set in concrete with a 6 in. reveal. As all lots are metered, a 9 foot asphalt paved walkway between bays provides for meter space 2.5 feet back of the curb, as well as for a 4 foot central walk. This is not only a convenience for the driver in reaching the street, but makes for quick and easy police inspection of the meters. Standard width between curbs for two tiers of cars is 55 feet, with an additional width of 2.5 feet at each curb for bumper overhang. Interior boundaries of the lot are enclosed with a 6 foot chain link fence. Concrete retaining walls take up grade differences at the property line. Lots are well lighted with street type illumination.

The angle of parking has been varied depending on the lot limitations, but in most cases 90 degree parking is used with 8 foot stall widths. The Chestnut Street lot accommodates 169 cars and contains an area of 56,450 square feet, or about 330 square feet per car.

Development costs on the nine lots now in operation have averaged $118.50 per car space, exclusive of land and parking meters.

Economy of operation is an attractive feature of the Rochester lots. In effect, they are extensions of the city streets. Construction is handled by the City Engineering Department. The lots are maintained by the Department of Public Works. Policing and parking violations are handled by the Police Department as part of its regular routine. Meter collection is done by the Bureau of Traffic Engineer-

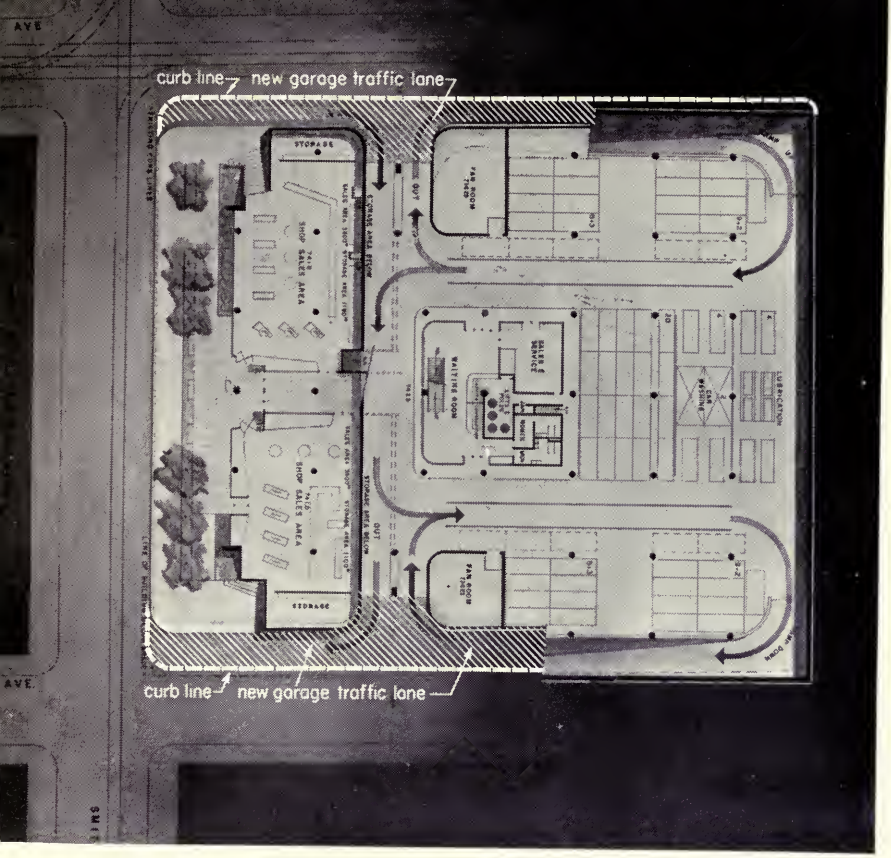
ing. There are no attendants at the lots other than those mentioned, which makes them, virtually, self-operating. This arrangement has, to a large extent, dictated the open treatment of the lots and use of fencing on the interior boundaries.

Revenues from the lots have been very encouraging. Comparison among the lots on an income basis is not possible as both rates and time vary. Revenues are returned to the general fund.

In 1948 approximately 320 cities of 10,000 population and over, owned one or more parking lots. Over 700 lots were in operation in that year of which about 170 were started during 1948. Cities of 100,000 and over having one or more municipal parking lots are: San Diego, San Francisco, Bridgeport, Chicago, Peoria, Kansas City, Baltimore, Cambridge, Lowell, New Bedford, Flint, Kansas City, St. Louis, Trenton, New York, Rochester, Yonkers, Akron, Cleveland and Pittsburgh.

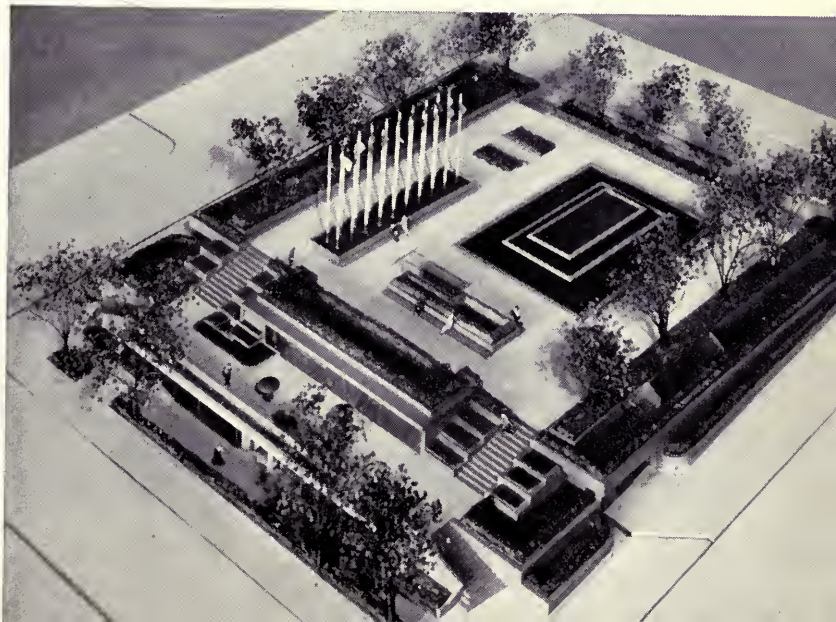
Boston is authorized to spend a half-million dollars on parking facilities in the downtown district, space has been acquired and plans call for the erection of two and three-story open-deck garages. Denver has recently passed a four-and-a-half million dollar bond issue for off-street parking facilities. Detroit is still in the planning stage, with the Washington Square underground garage as the major feature. Kansas City has authorized a bond issue for underground facilities. In Los Angeles, bids are being received for the construction of a 4-level underground parking garage near Pershing Square, to house about 2,500 cars. In Milwaukee, a referendum in 1948 approved a two-million dollar bond issue for off-street parking. New York's Port Authority is constructing a 1,000-car garage in lower Manhattan at a cost of $3,500,000. An 850 car garage is to be constructed by the New York Life Insurance Company, at a cost of $4,000,000 on land to be condemned by the city and leased for 50 years. New Brunswick owners of downtown business and commercial properties are raising $300,000 to promote the development of offstreet parking facilities, planning to lend that sum to the city. Pittsburgh contemplates a bond issue with an ultimate $35,000,000 to be spent on garages and lots in the downtown district. The city has loaned the parking authority $75,000 for initial surveys and expenses. St. Louis has opened a municipal lot accommodating 2,500 cars.

More detailed information can be secured from the Urban Land Institute.



Pittsburgh plans underground garage to park 1090 cars. Surface park replaces demolished buildings.

Cuts courtesy *Architectural Forum*



Parking lot in Rochester, N. Y., with pedestrian access, opened for use last summer.

Tax delinquent lands were utilized for the parking lots which are metered. Economy of operation is a feature, as there are no attendants which makes lots virtually self-operating.

Cuts Courtesy Urban Land Institute

HOLLY
87
DAVISBURG
DEERFIELD CENTER
TYRONE CENTER
ROSE CENTER
OAK GROVE
23
WHITE LAKE
FOWLERVILLE
CLYDE
HARTLAND
59
KENSINGTON METROPOLITAN PARK
HOWELL
MILFORD
COMMERCE
16
IOSCO
LIVINGSTON CO.
3
WIXOM
BRIGHTON
PLAINFIELD
NEW HUDSON
WEST NOVI
ANDERSON
PINCKNEY
36
GREGORY
SOUTH LYON
SALEM
92
WORDEN
PLYMOUTH
4
23
DEXTER
12
CHELSEA
153
132
DIXBORO
CHERRY HILL
HURON
DENTON
ANN ARBOR
17
WIARD
WASHTENAW CO.
PLATT
YPSI-LANTI
112
PITTSFIELD
SHARON
BELLE-VILLE
PAINT CREEK
SALINE
BRIDGEWATER
11
URANIA
STONEY CREEK
WILLIS
MANCHESTER
23
LOWER HURON R
112
W. SUMPTER
MOORESVILLE
MILAN

LEONARD
MEMPHIS
OXFORD
ARMADA
ROMEO
RICHMOND
ORION
MACOMB CO.
CLARKSTON
MT. VERNON
RAY CENTER
EAMES
GOODISON
WASHINGTON
DAVIS
NEW HAVEN
CLINTONVILLE
LAKE ANGELUS
SHELBY
MEADE
MACOMB
RAYTON PLAINS
PONTIAC
ROCHESTER
YATES
DISCO
NEW BALTIMORE
CLINTON
WALDENBURG
AUBURN HGTS.
UTICA
TROY
MT. CLEMENS
RIVER
BLOOMFIELD HILLS
BIG BEAVER
BIRMINGHAM
CADY
CLAWSON
FRASER
ROYAL OAK
WARREN
BERKLEY
ROSEVILLE
ST. CLAIR SHORES
FARMINGTON
HUNTINGTON WD
CENTERLINE
OAK PK
HAZEL PARK
VAN DYKE
EAST DETROIT
FERNDALE
GROSSE PTE SHORES
DETROIT
GROSSE PTE FARMS
STARK
ELM
BEECH
GROSSE PTE
GROSSE PTE PARK
Lake St Clair
PERRINSVILLE
DEARBORN
INKSTER
WAYNE
RIVER ROUGE
Legend
PROPOSED PARKWAY
PARKWAY - PLANS COMPLETED
PARKWAY - UNDER CONSTRUCTION
PROPOSED EXTENSION OF NORTHWESTERN HIGHWAY
1. ST CLAIR BEACH
2 MARSHBANK METROPOLITAN PARK
3 KENSINGTON METROPOLITAN PARK
4 DEXTER-HURON METROPOLITAN PARK
5 LOWER HURON PARK AND PARKWAY
ALLEN PARK
LINCOLN PARK
ECORSE
ROMULUS
WYANDOTTE
WAYNE CO.
RIVERVIEW
TRENTON
RIVER
FLAT ROCK
ROCKWOOD
Lake Erie
0
5
10
15
SCALE IN MILES

Upper. Boat docks on Kent Lake at Huron Clinton Metropolitan Authority's Kensington Park near Brighton.

Lower. As St. Clair Metropolitan Beach Project Appears Today. Circular road is around parking area.

Cuts Courtesy *Michigan Contractor and Builder*

Upper. Group Camping showing conservation education program.

Lower. Typical lake scene in Southeastern Michigan area.

Cuts Courtesy Michigan Department of Conservation

State Park Notes

Compiled by JAMES H. HUSTED, National Park Service

The eighth annual meeting of the Association of Southeastern State Park Directors was held at Jekyll Island State Park, Georgia, on October 16 to 18 inclusive. Representatives from all of the 12 member States except Louisiana were in attendance. The following subjects were discussed: "Legislation Needed for State Parks," "Construction under Force Account," "Relationships with Federal Agencies," "Organization of a Division of State Parks," "State Park Maintenance Programs," "Training Schools for State Park Employees," "Interpretive Programs," and "Organized Camping Programs." Thomas W. Morse of North Carolina was elected president for the coming year, with James L. Segrest of Alabama being elected vice-president and Mrs. Lucy L. Smith of Kentucky secretary-treasurer. The 1950 meeting will be held in North Carolina.

The 31st National Recreation Congress was held in New Orleans on September 12 to 16 with over a thousand delegates registered. There were thirty-four daytime panel discussions held with many state park personnel serving as chairmen or discussion leaders. These included C. West Jacocks, State Park Director of South Carolina—Camping Programs of Public Recreation Departments; Lewis G. Scoggin, Director, Florida Board of Parks and Historic Monuments—Programs and Problems of State Inter-Agency Committees; William A. Wells, Assistant Director, Louisiana State Parks Commission and William B. Pond, Recreation Consultant, State Parks and Recreation Commission of Washington—New Developments and Trends in State Recreation Services; Mrs. Ruth E. Peeler, Vice-Chairman, State Parks and Recreation Commission of Washington—New Trails in the Field of Recreation for Tourists; and Henry F. Morse, Chief Recreation Planner, Division of State Parks, Tennessee—How to Serve the Recreation Needs of Rural Areas and Small Communities.

The American Institute of Park Executives held its annual convention in Detroit on September 20 to 23. A joint session was held the first day with the National Conference on State Parks at which Director Newton B. Drury of the National Park Service spoke on "The Future Planning Program of the National Park Service and Its Relationship to County, Metro-

politan and Municipal Parks and Recreational Areas." Sectional meetings were held on the following subjects: "National, State and Metropolitan Parks," "Outdoor Education," and "Recreation." At general sessions, the following interesting subjects were discussed: "Swimming Pool Construction and Operation," "Park Commissioner and Park Executive," "Training in Horticulture," "In-Service Education" and "Federal Recreation Legislation." At the business meeting, Lewis G. Scoggin, Director of State Parks of Florida, was elected Vice-President.

The first National Conference on Community School Camping was held at Haven Hill Lodge, Highland Recreation Area, near Milford, Michigan on September 26–28. This was the invitational conference sponsored by the Michigan Department of Public Instruction, the Michigan Department of Conservation and the W. K. Kellogg Foundation. Its purpose was to evaluate the high school camping program as conducted experimentally in Michigan, California and Washington during the past year and to evaluate the general idea of camping programs for secondary schools. Nearly 100 educators, conservationists and camping specialists from various parts of the country were included in the conference roster. It is expected that a published account of the conference will be made available by the Michigan Department of Public Instruction.

The American Camping Association held a Workshop on Public Relations at Bear Mountain State Park, New York on November 2 to 5. Speakers at the general sessions spoke on "The Importance of Public Relations," "Press Relations," "Conservation" and "Camping and Radio." Group discussions were also held on various phases of public relations as applied to camping.

Public Law 352—81st Congress, which was approved by the President on October 25, authorizes the Administrator of General Services to make loans to the States and their political subdivisions for advance planning of public works, and authorizes an appropriation of 100 million dollars for the purpose. The loans must be repaid if and when the projects planned with such loans are started.

An article by Newton B. Drury, Director of the National Park Service, entitled "Recreation and Parks" appeared in the May–June issue of *Outdoor America.* He describes five essential policies governing the administration of the National Park System under these headings: (1) Inviolate protection, (2) Planned development, (3) Public accommodations, (4) Natural presentation of natural features and (5) Interpretive aids.

In an article called "Resources and River Basins," in the July–August issue of *Outdoor America,* representatives of the National Park Service, Fish and Wildlife Service and the Forest Service presented their views concerning the river development programs of the Bureau of Reclamation and Corps of Engineers.

Illinois and Missouri have enacted legislation to establish by

interstate compact a bi-state development agency for the metropolitan area centering on St. Louis, according to the September issue of *State Government*. St. Louis and three nearby counties on the Missouri side of the Mississippi River and East St. Louis and five Illinois counties are to be served by the bi-state commission. Among other activities, the commission will coordinate the planning and construction of highways and recreational projects. Also in this issue of *State Government* is an interesting article entitled "State Planning and Development Agencies."

The Federal Inter-Agency Committee on Recreation has issued a mimeographed report entitled *The Role of the Federal Government in the Field of Public Recreation.* This report summarizes the history of the development of public recreational services and facilities by the Federal Government and contains statements on 16 Federal agencies that are concerned with one or more aspects of public recreation. The Committee also issued in July a bulletin called *Resume of Recreation Service of State Agencies to Communities—1949.*

The United States Travel Division of the National Park Service has been abolished as a result of having its appropriation deleted from the Department of the Interior's appropriation bill. Its final publication was a folder entitled *Sources of Information on Federal Recreational Areas, Part I, National Forests and Parks.*

A recent Gallup Poll asked this question: "Do you think the public parks and playgrounds in this community are good enough or not?" This question was asked of a nation-wide sample with the following results: Yes—42%; No—50% and Don't know—8%.

The National Park Service has released its *List of Agencies Administering State Parks and Related Recreational Areas,* revised as of September 1.

Trees, the 1949 Yearbook of Agriculture, is devoted entirely to forestry. Conrad L. Wirth and J. H. Gadsby of the National Park Service wrote one of the articles entitled "Treasures of the Nation," which describes national, state, county and metropolitan parks and other Federal and state recreational areas. In addition to this article, there are four others relating to recreation grouped under the heading "Fun in the Forests."

The "Annual Buyers' Guide for Equipment, Supplies and Services" is contained in the September issue of *Park Maintenance.*

New descriptive booklets and folders about state parks and related recreational areas have been received from Alabama, California, Georgia, Illinois, Louisiana, Massachusetts, Michigan, Missouri, New Hampshire, New York, South Carolina, South Dakota and Washington.

Arizona. "Cities in Caves," by Raymond Carlson, editor of *Arizona Highways* is the name of an interesting and well illustrated article about Arizona's many cliff dwellings which is contained in the first issue, July–August, of *Lincoln–Mercury Times.*

Arkansas. The Arkansas Ranger is the name of a new periodical issued by the Division of Forestry and Parks. In the section called "Park News" in the third issue, it is stated that the state parks had a 33⅓ percent increase in attendance over corresponding months in 1948.

California. An act of the 1949 Legislature, Chapter 1535, makes it mandatory upon the State Park Commission to grant rights-of-way over State park lands for purposes of access roads for logging and other activities, and provides for terms and conditions under which such grants shall be made. Governor Warren signed this bill despite the opposition of most conservation organizations and the flood of telegrams and letters which he received protesting against the measure. Another important act is Chapter 143 which authorizes the appointment of a State Historical Landmarks Committee. Two important resolutions of the Legislature instructed the State Park Commission to (1) prescribe the ways and means of acquiring Butano Forest in San Mateo County and (2) prepare a statement of policy with respect to the preservation of forest areas in Tuolumne and Calaveras Counties (South Calaveras Grove of Sequoias and the adjacent Sugar Pines).

The July issue of *News and Views* carries articles called "Nature Recreation Program for 1949" and "The Better Ranger." The September issue describes "Calaveras Big Trees State Park," which is of timely interest because of the present program of trying to acquire the South Calaveras Grove as a State park.

The May–June issue of *Pacific Discovery*, a scientific journal issued by The California Academy of Sciences, contains an excellent article entitled "Beaches — California's Golden Treasure." This describes California's beach acquisition program and its many ramifications.

Colorado. Colorado Laws Relating to Recreation, 1949 is the title of a booklet issued in July by Colorado A & M College. The law creating a state park board is included but with a footnote stating that the statute is largely inoperative and that the State Board of Land Commissioners acts *ex officio* as the State Park Board. (There are no state parks in Colorado).

Connecticut. Thomas H. Desmond has resigned as Superintendent of State Parks. Pending the appointment of a new superintendent, Donald C. Mathews, Director of the State Parks and Forest Commission, is handling the duties of this position.

Dr. George A. Garratt, Dean of the Yale School of Forestry and Arthur J. Stanley, President of the Connecticut Campers and Trailers Association, have been appointed to the State Park and Forest Commission for the usual six-year terms.

Georgia. The State Department of Commerce has started a statewide movement to promote the building of wayside parks for the convenience of tourists and the traveling public. According to their October 1 *Industrial News Letters,*

fifteen wayside parks have been sponsored by posts of the Veterans of Foreign Wars, while garden clubs, Kiwanis and Lions Clubs, and American Legion posts have also built several of these parks. The State Department of Commerce has issued suggested minimum specifications which tend to eliminate the poorer types of developments.

Hawaii. Act 185 of the Session Laws of 1949, provides for the establishment of a Division of Territorial Parks under the control and management of the Board of Commissioners of Agriculture and Forestry. The law also provides for a Territorial Park Fund and defines the functions, powers and duties of the Board as they relate to Territorial Parks. The Division has not as yet been established, however, since no appropriation was made. The Board plans to submit estimates of budgetary requirements for the operation of the new park system to the next Legislature with the hope that an appropriation can be obtained and the new Division of Territorial Parks can be established.

Indiana. A six-week school camping program at Versailles State Park, from September 14 to October 26, was inaugurated this year by the New Castle public school system. Nearly 500 sixth-grade pupils took turns at a three or four day camp experience, under the leadership of public school teachers.

The August issue of *Outdoor Indiana* contains five articles about state parks or memorials: "31 Educators Complete Conservation Course," "Shades State Park—Scenic Outdoor Retreat," "Park Guardians have Wide Variety of Duties," "Gene Stratton Porter Honored by Indiana Memorials" and "National Swimmers Compete at Shakamak State Park."

Iowa. The State Conservation Commission has announced that construction on five new artificial lakes would soon begin. This is part of a 25-year expansion program which calls for construction of lakes throughout the State so that ultimately a body of recreational water will be within 25 miles of every home in the State. These five lakes will be located in Cold Spring Recreational Reserve, Rock Creek Park, Honey Creek Park, Geode State Park, and Nine Eagles State Park.

Kansas. The Forestry, Fish and Game Commission has embarked on an extensive program of repairing and rehabilitating Kansas twenty-two State parks. As stated in *Fish and Game News*, this includes such items as repairing spillways in dams, re-grading and riprapping of dams, repairing and constructing new roads, and the deepening of certain lakes.

Kentucky. "New Buildings for State Parks," "Riders in the Parks," "Honeymooners at Cumberland Falls" and "Scenes at Kentucky Lake" are the titles of four interesting articles about state parks contained in the Autumn edition of *In Kentucky.*

Maryland. The 1948 annual report of the Maryland Board of

Natural Resources contains a section entitled "State Recreation Areas and the Bayside Park." This gives a history of the State park development, a description of present park and recreational areas and a discussion of the present status of the proposed Bayside Park at Sandy Point.

Massachusetts. The Federal Reserve Bank of Boston issues monthly a *New England Vacation Business Index* which analyzes the vacation lodging business during the previous month and makes predictions concerning the coming months. These indices have been so successful that Miami and other Florida cities are interested in this idea and hope to develop a national travel index so they can determine coming trends in winter vacations.

Michigan. The September issue of *Park Maintenance* features a write-up on Porcupine Mountains State Park in an article called "Really Rugged, Michigan's Chunk of Wilderness." It describes the developments, including overnight cabins, campgrounds, picnic areas, roads, trails and winter sports facilities, which are planned and under construction at this new state park.

The Parks and Recreation Division has issued three informational publications relating to group camps as follows: *Group Camp Regulations, Group Camp Facilities-Seasonal* and *Group Camp Buildings and Facilities—Short Term Use.*

A 53 page report on Michigan's school camping program has recently been issued by the Department of Public Instruction. It is called *Youth Love "Thy Woods and Templed Hills," An Account of Eleven Experimental High School Camps in Michigan, 1948–1949.* Seven of the eleven camps were conducted in State parks.

Minnesota. A recent act of the 1949 Legislature authorizes the transfer of Horace Austin State Park to the City of Austin. Other acts relating to State parks provide for the establishing and dedicating of Carley State Park, establishing a new State park in Fillmore County and establishing and maintaining a memorial to Will H. Dilg in John A. Latsch State Park. The cost of construction and maintenance of this memorial will be defrayed by the Izaak Walton League of America.

Mississippi. A. Hardy Nall, newly appointed Coordinator of Forests and Parks, has written an interesting article entitled "Ten State Parks Offer Varied Recreational Facilities for All" which appears in the July–August issue of *Mississippi Forests and Parks.*

Missouri. Alley Spring, Big Spring and Round Spring State Parks will all be destroyed by two dams now being planned on the Current River by the Corps of Engineers, according to the editorial in the September issue of *Outdoor America.* "The time to start opposing the Army's plans for the Current is now" states William Voigt, Jr., Executive Director of the Izaak Walton League of America, in this editorial.

"Can Missouri Create a Wilder-

ness Area," an article in the Summer issue of *The Living Wilderness*, advances reasons why a wilderness area should be established in the Ozark Mountains.

Nebraska. Outdoor Nebraska, 1948 contains excellent descriptions and illustrations of Nebraska's seven state parks, as well as a discussion of the work of the Lands and Waters Administration, which has supervision over all state parks and recreation grounds.

New Hampshire. An excellent account of the activities, new developments, operational problems, improvements, organization and finances of New Hampshire's state parks is contained in Russell B. Tobey's "Report of Recreation Division," which was reprinted from the *Biennial Report of the Forestry and Recreation Commission, 1947–1948.*

New Jersey. The August issue of *Parks and Recreation* describes the plans which the Department of Conservation and Economic Development have for the development of two new historical areas, Princeton Battlefield Memorial Park and Fort Mott State Park. The former area will be developed entirely as a historic shrine with no recreational facilities while the latter area will be used as a combination historic site and public recreation area.

New York. The Long Island State Park Commission announced in August that work is about to start on the construction of a new marine stadium at Jones Beach State Park under a contract in the amount of $738,500. The new steel and concrete stadium will seat about 9,000 and will have a modern revolving stage, up-to-date lighting and improved sound effects. It will replace the old temporary wooden structure built 16 years ago by work relief forces. For a number of years the old stadium was the scene of popular operettas, colorful water shows and swimming, diving and water skiing tournaments.

Public Law 292, 81st Congress, authorized the transfer of Father Millet Cross National Monument, an area of 0.01 acres, to the State of New York for addition to the Fort Niagara State Park.

"The Adirondack Open Camp," an article describing the famous lean-tos in the Adirondack Forest Preserve, is contained in the August-September issue of *New York State Conservationist.* Also in this issue is a brief account of how erosion was checked on the new ski trails which have been built on Whiteface Mountain.

The Saratoga Spa is the title of an informative booklet about this famous development located at Saratoga Springs. It is operated by the Saratoga Springs Authority under the administration of the Conservation Department.

A 21-mile extension of the Taconic State Parkway in Dutchess County was opened on October 17. This parkway now extends about 80 miles from terminus of The Bronx River Parkway in Westchester County—more than half the distance from New York City to Albany.

North Dakota. Public Law 370, 81st Congress, authorizes an appropriation not to exceed the sum of $100,000 for the purpose of assisting the State in completing the International Peace Garden, an area located partly in Canada and partly in North Dakota. An initial appropriation of $25,000 was included in the Supplemental Appropriation Act of 1950, approved on October 14.

Ohio. A. W. Marion, formerly Director of Agriculture, has been named Director of the new Department of Natural Resources, which was officially established in August. Governor Lausche also appointed at the same time the seven members to serve on the Natural Resources Commission.

V. W. Flickinger of Des Moines, Iowa has been named Chief of the Division of Parks in the Ohio Department of Natural Resources. The appointment, announced some weeks ago by A. W. Marion, Director of Ohio's youngest department of government, became effective December 5.

Mr. Flickinger has served as Chief of the Division of Lands and Waters in Iowa for the past ten years.

Pennsylvania. Walter L. Wirth, who has served as Assistant Director of the Bureau of Parks since 1947, was appointed as Director on September 1, succeeding Milford Bratton who retired.

The State Planning Board has issued a new publication called *A Pennsylvania Recreation Manual* which describes the factors to consider in establishing community recreation programs.

"Recreation Facilities Along the Schuylkill" is the title of an excellent article about the gigantic $35,000,000 Schuylkill River Project in the July–August issue of *Pennsylvania Forests and Waters.* Although this project's primary purpose is to clean up the river and keep it clean, levees, dikes, walls, revetments, dams, reservoirs and other improvements will be necessary to complete the work.

Another interesting article in this issue is "Raccoon Creek State Park, The Renaissance of a Recreation Area."

South Carolina. The South Carolina State Commission of Forestry has initiated a novel method of publicizing the state parks and forests. On the paper covers for school books which the State School Book Commission supplies to the children, the State Commission of Forestry pays the cost of the printing information about parks on one side and forestry on the other. Seven hundred fifty thousand covers were distributed this year and one million have been ordered for the coming year.

South Dakota. Lester Price has succeeded Carl T. Burgess as Superintendent of Custer State Park.

Tennessee. According to the July–August issue of *The Tennessee Conservationist,* 500 acres of the 11,752 acre Pickett Forest Park and 1,200 acres of the 42,000 acre Natchez Trace State Park and Forest have been turned over to

the Division of State Parks with the remaining acreage being retained by the Division of Forestry. In the same article, entitled "Taylor Outlines Park Improvements," the plans for the capital improvements of each of the state parks are discussed. Of particular interest is the fact that the Tennessee Valley Authority prepares general plans for park developments on those areas which it has transferred or plans to transfer to the State. This planning assistance is described in greater detail in the September–October issue in an article entitled "Progress in Conservation Aided by 16 years of TVA."

An interesting article called "It Pays to Beautify our Highways" is contained in the August issue of *The Tennessee Planner*. The Tennessee State Planning Commission has recently issued a 21-page report entitled *Vacations—A Major Tennessee Industry*.

The August issue of *Recreation* contains an interesting article by B. R. Allison, former Director of the Division of State Parks, entitled "'Dear Sir:' Tennessee Answers Questions on Community Recreation."

Texas. Frank D. Quinn, Vice-President of the National Conference on State Parks, has been appointed to the Texas State Park Board succeeding J. V. Ash. Mr. Quinn has previously served as Executive Secretary-Director for the Board.

As a result of the popular and very successful Palo Duro "Treasure Hunt" described in the last issue, the attendance at this park for the period from May 15 to September 18 was nearly double that of 1948. The 1949 attendance record has already broken all previous marks made in the 16 years of the park's existence.

Former Governor Pat M. Neff of Waco, known generally as the father of the Texas State Park System, has requested that he be relieved of the management of Mother Neff State Park.

Washington. Mrs. Ruth E. Peeler, Vice-Chairman of the State Parks and Recreation Commission, reports that their Commission has been placed on a solid financial footing as a result of an act passed by the 1949 Legislature. This act increases the driver's license fee from two dollars to three dollars and provides that one dollar and ten cents of this amount be earmarked for the State Parks and Recreation Commission. This will provide approximately $1,200,000 each biennium. In addition, the Commission will receive one-fourth of all highway fines and will be permitted to expend revenues without reappropriation.

The current biennial appropriation of $2,500,000 is the largest in the State's history. Mrs. Peeler also reported that $50,000 was appropriated for the acquisition of historic sites, $25,000 for research on the Old Spokane House, and $100,000 for the construction of youth camps.

State Park Conference at Detroit

The 29th Annual Meeting of the National Conference on State Parks was held in Detroit, Michigan, September 17–20, 1949. An excellent program was presented, and the local arrangements, in charge of Arthur C. Elmer, Chief, Parks and Recreation Division, Michigan Department of Conservation, and Charles De Turk, Director of Education, Huron-Clinton Metropolitan Authority, were unusually good. Some of the papers, addressed especially to state-park authorities, and the Reports from the States are printed in the 1949 Yearbook on Park and Recreation Progress (Price: $1.50). Other papers, addressed especially to park users and the general public are presented in this issue. The 250-mile tour, conducted in buses, through the parks of Southeastern Michigan, was a great success, with lunch at the Edsel Ford Farm, now in public ownership, and dinner at the Waterloo Recreation Area.

The discussion of Park Design and Facilities, under the leadership of Thomas H. Desmond of Connecticut and William W. Wells of Louisiana developed some proposals for new types of architecture; but the general consensus seemed to be in favor of the subordination of all park structures to the natural landscape.

Julian Smith of the Michigan Department of Public Education described activities by which school classes are taken into the state parks for camping trips as a part of their regular education. (See also 1949 Yearbook.) Richard Fatig of the Ohio State Archeological and Historical Society stressed the value of site interpretation through small museums and the importance of quality in historical displays. He warned against local pressures which would unload on the State sites purely local in character. He suggested county historical societies as a proper means of promoting local interest in local history. He thought that site interpretations as an educational and cultural feature would in the long run produce public support for the entire program.

Howard B. Bloomer, a member of the Commission and a life member of the Board of the National Conference on State Parks, presided at the lunch meeting at which George McCordic spoke. State Senator John B. Martin delivered a paper at the dinner session.

Governor G. Mennen Williams honored the conference by attending the reception and dinner. Governor Williams expressed great interest in the state park program of his State and congratulated the Conference on its fine work. V. W. Flickinger, Vice President of the Conference, presided and P. J. Hoffmaster acted as the witty toastmaster.

At the Members Meeting the Officers were reelected to serve for the coming year: Thomas W. Morse, President; Frank D. Quinn, First Vice President; and V. W. Flickinger, Second Vice President. Directors elected were: Lewis Scoggin, Fla.; Charles G. Sauers, Ill.; Russell Tobey, N. H.; William Wells, La.; Walter Wirth, Pa.; Miss Pearl Chase, Calif.; and Mrs. Richard Lieber, Ind.

The Huron-Clinton Metropolitan Authority

By George W. McCordic, Engineer-Director

For many years the metropolitan area of Detroit held the unenviable position of providing less park area per capita than any other district of more than 500,000 population in the whole United States. A survey conducted in 1941 showed that the Detroit area had only 2.65 acres of publicly owned park land for every one thousand people living in the area. The same survey showed that Buffalo had more than twice as much, with Boston and Cincinnati nearly three times as much, and Cleveland, New York and Chicago ranging from four to five times as much as the Detroit area.

These comparative figures are not intended to imply that our district should follow the lead of any other district, nor that any other district has the perfect proportion of recreational land to population. They do show, however, that the Detroit district was lagging far behind the leaders in recreational services on whatever basis the comparison is made.

As many of you know, the State of Michigan, with its hundreds of miles of Great Lakes shoreline, is widely known as one of the greatest recreational States in the Union. Its recreational industry is the second largest in the State, being surpassed only by the automobile industry. Unfortunately, however, most of these recreational facilities, many of them privately owned, are far away from the metropolitan area of Detroit, and are not available for the every day use of its concentrated population. Even in normal times only a small percentage of the metropolitan population has the time, or the funds, to escape to more distant regions where recreational facilities are abundant, such as they are in northern Michigan.

Court officials decry the alarming rise in juvenile delinquency, and cite as one of the fundamental causes the lack of healthy outdoor recreation for our young people in the crowded sections of the State. Responsible people, who have given much study to racial difficulties in the metropolitan district, charge, as a primary reason, the lack of enough space for these people to play out-of-doors.

The advent of the automobile industry created an enormous increase in population in the Detroit area from the beginning of the century until the 1930's. The population of the city proper was 285,000 in 1900 and approximately 1,600,000 in 1930. Under these conditions the existing recreational facilities soon became grossly inadequate. The parks were often visited by several times as many people as could be properly accommodated. Automobiles waited in line for parking places, while picnickers often waited hours for a place to eat. Grass, trees, and shrubbery were being killed. Such overcrowded conditions are not good for the parks or for the people and certainly, it is no relaxation to go from a busy, noisy factory or city, to an overcrowded, dusty park.

Evidence of the people's desire to find recreation outside of the city, was the tendency of the public to trespass in an effort to find access to lakes and streams. People feel that they have the right to enjoy the natural resources of the country, and if public access is not available, or if public water frontage is overcrowded, then trespassing on private property is commonplace, and difficult to control.

The southeastern part of Michigan is studded with inland lakes. There are about 1,200 of them, but on only 25 of them could the public gain access through small pieces of shoreline that were in public ownership. There are also 600 miles of streams in this same district, possessing scenic and recreational values, but only 14 miles were in public ownership.

The County of Wayne, in which is located the City of Detroit, is for the most part very flat, and its topography does not lend itself well to the development of recreational facilities in natural surroundings. However, the four counties which completely surround Wayne County are much more fortunate in that respect.

The Huron River rises at a point about 25 miles northwesterly from the Detroit City Hall, and runs in a southwesterly direction through Oakland and Livingston counties, thence southeasterly through Washtenaw County and along the westerly boundary of Wayne County, emptying into Lake Erie at the mouth of the Detroit River about 22 miles southwesterly from the center of Detroit. The Clinton River rises within a mile of the same point as the Huron River, and runs in an easterly direction through Oakland County, thence southeasterly through Macomb County, emptying into Lake St. Clair about 25 miles northeasterly from the center of Detroit. The courses of these two rivers completely surround the metropolitan area.

Within these surrounding counties lies a belt of high moraines with ranges of rough hills rising from 500 to 700 feet above the level of Detroit. Interspread between the hills are numerous lakes, streams, swales and forests. In many respects, it is an area ready-made for providing fishing, hunting, swimming, boating and other forms of recreational activities. A large portion of the land has little value for agricultural purposes. Much of it is too rough and the soil too poor for successful farming.

Not all of this belt could be classed as non-agricultural. Some large sections have good soil or otherwise fair conditions for farming. Some tracts were in large estates. Yet, exclusive of these uses, there existed enough unused acreage—highly desirable from a recreational standpoint—to provide ample area for the development of public parks for the hundreds of thousands of people living in the congested areas in and around Detroit. This briefly describes the conditions which existed during the late 1930's and prior to the creation of the Huron-Clinton Metropolitan Authority.

Realizing the seriousness of the situation and that these potential public park areas might not be available for the use of the people

if delays were allowed to occur, a group of civic-minded citizens in the area created an organization known as the Detroit-Huron-Clinton Park and Parkway Association and started an educational program. To make a long story short, an Act was passed by the State Legislature in 1939 which provided for the creation of a Metropolitan District in the counties of Wayne, Washtenaw, Livingston, Oakland and Macomb for "Planning, Promoting, and/or for Acquiring, Constructing, Owning, Developing, Maintaining and Operating, either within or without their limits, Parks, Connecting Drives and/or Limited Access Highways" and further provided for the assessment of not to exceed one-quarter mill per year on the total assessed valuation of each of the five counties. The Act carried a referendum which was presented to the electors in the regular election of 1940 and it was passed with an overwhelming majority.

The enabling Act provided that the Authority would be governed by a Board of seven commissioners; one to be elected by the Board of Supervisors of each of the five counties, and two to be appointed from the district at large by the Governor of the State. A plan was adopted for staggering the terms of the commissioners to provide for the replacement of not more than two members of the Board in any one year thus assuring a continuity of purpose and policy of the commission as a whole. The Act further provided that its purpose should be carried out by the Board either acting alone or in cooperation with the Department of Conservation, the State Highway Department, any Board of County Road Commissioners, or any Federal or other state or local body having authority to construct and maintain parks or highways.

The maximum levy of one-quarter mill on the total assessed valuation of the district yields approximately $1,500,000 per year. The Authority also has the power to issue revenue bonds to finance, or aid in the financing of, any of its projects which have revenue-producing characteristics.

Like most newly created public agencies, the Huron-Clinton Metropolitan Authority had several handicaps to overcome before it could start the performance of the functions for which it was created. The first Board of Commissioners took office in the spring of 1941. At its organization meeting the key personnel for its staff was appointed and an assessment of one-twentieth of a mill was levied against the counties for its first year's operation. Soon after this, the Board of Auditors of one of the counties refused to pay the assessment, maintaining that the Enabling Act of the Authority was unconstitutional and should be declared invalid. The question was taken to the State Supreme Court and it was not until January, 1942, that an opinion, favorable to the Authority, was handed down. With the backing of the Supreme Court, the Authority was then able to collect assessments.

After these legal difficulties had been overcome, the Authority opened offices and started perform-

ing its functions in February, 1942. The first year was spent in collecting data and making a general plan. At that time, the Board of Commissioners decided to create four major metropolitan parks in the Huron and Clinton River Valleys, to promote the construction of high-speed highways from the thickly populated areas of the district to these parks, and eventually to connect them with a parkway along the courses of the two rivers.

In cooperation with the State Department of Conservation, the Authority surveyed the valleys of these two rivers and outlined some 13 large areas of potential recreation land, aggregating some 100,000 acres. The Huron-Clinton Metropolitan Authority concerned itself with the selection of areas for mass recreation to care for such intensive needs within the area of its jurisdiction. Although the Conservation Department also provided such facilities, it had the further objective to provide large areas for hunting, camping, hiking, and other types of recreation.

This program of land acquisition was submitted to the State Legislature in 1943, and an appropriation was made for that purpose as follows: To the State Conservation Department, a total of $3,000,000 for the purchase of land in the southeastern part of Michigan; To the Huron-Clinton Metropolitan Authority, an appropriation of $1,000,000, which was to become available only when matched with an equal sum which the Authority must collect through taxation. A total of $5,000,000, therefore, became available over a period of five years for the purchase of the land necessary to carry out the program. At the expiration of the five year period, in June of this year, each agency had completed its purchase program substantially as outlined to the Legislature, and within the limits of the funds appropriated.

The first area selected by the Authority for acquisition was a tract of 1,000 acres along the shores of artificial Belleville Lake on the western edge of Wayne County. It had already been made easily accessible by the construction of a limited access highway from the City of Detroit to the Willow Run Bomber Plant which was completed at the beginning of the war. Condemnation proceedings were instituted and after several months of litigation, a verdict was brought in for an amount almost twice that which the Authority experts had testified to and the Board of Commissioners refused to accept it and the project was abandoned, at least temporarily. Meantime, another project had been started on the shore of Lake St. Clair near Mt. Clemens.

From its early meetings in 1942, the Board of Commissioners had realized that one of the greatest recreational needs of the people in the district was an adequate bathing beach. Even though Detroit and its environs are located on the shores of the greatest fresh waterway in the world, satisfactory public bathing facilities are not provided. With this in mind, surveys of Lake St. Clair and the Detroit River were made and it was found that the most satisfactory location for such

a development was in the vicinity of Huron Point on Lake St. Clair, about 4 miles southeasterly from the City of Mt. Clemens, and 22 miles from the Detroit City Hall. The site chosen for the St. Clair Metropolitan Beach development, was an area of 550 acres including 7,500 feet of frontage on Lake St. Clair. Acquired by condemnation, at a cost of approximately $150,000, the area was low and swampy, with but little commercial value in its original condition. In June, 1945, a contract was let to move in an hydraulic dredge, and to pump over 2 million cubic yards of fill in order to bring the land to a point where construction could be started. This contract was completed last year, when the necessary fill for the entrance parkway, parking, buildings and other facilities was in place. The contract included the fill sand for the beach, as well. This beach, a 6,600 foot crescent of clean white sand from the lake bottom, now curves along the south shore of the development. Averaging more than 300 feet wide, it provides an unexcelled 50-acre beach which, with the other facilities under construction, will accommodate 60,000 people daily. Electrical and water services, sanitary sewers and storm sewers are in place. The entrance road from Jefferson Avenue into the central parking area was completed last month. This is a four-lane, divided highway, the eastern extremity of the final 175-mile parkway planned by the Authority to encircle the metropolitan area.

Located between the main parking unit, which will accommodate 8,000 automobiles, and the beach, is the major building unit. This group of buildings which is now under construction includes the bathhouse, a modern brick and tile structure with complete facilities for 6,000 bathers at one time. The locker and shower space is open to the sun, while the smaller portion, housing cashiers, toilets, beach shop, and storage units, is roofed. The second building will provide cafeteria services for approximately 10,000 persons per day, first aid quarters, police and ambulance space, and all the administrative offices. The cafeteria will operate on the food-bar plan, with no table service. Tables and chairs, with beach umbrellas, will be provided on a broad terrace overlooking the beach.

These two central buildings will be connected by an architectural canopy, and a similar canopy will extend the full length of the bath house along the boardwalk. This walk, which will skirt the beach for its central 3,500 feet, will be one of the main attractions of the park area. Along its length will be located not only the buildings, but as well all of the other recreational developments. These will include deck games, similar to those found at Jones Beach, an 18 hole pitch-putt golf course, children's play areas, a roller skating rink, and the necessary refreshment stands and umbrella rental facilities.

Supplemental parking units are being located near each end of the beach to serve the public better, and wooded picnic areas are planned to be developed in these locations. The Authority expects also to develop complete boating services in

two locations on the property. These will provide docking facilities for persons visiting the area by boat, and a marine unit offering space rental, boat rental, fuel, repairs, and year-round storage. The St. Clair Metropolitan Beach will offer to the Detroit area a complete water sports unit, the first of its kind in southeastern Michigan, and one of the finest in this part of the United States. It will be ready for use by July, 1950, just five years since the land was a cat-tail swamp, little known, and of value to no one.

After the abandonment of the Belleville Lake Project, a new site for a major park was sought in the northwest part of the district. The location was finally selected on the Huron River at its intersection with Grand River Road, 35 miles from the Detroit City Hall. The Huron River bisected the area from north to south, with Kent Lake, of approximately 60 acres in area, lying in the bottom of the valley. Soil conditions were such that most of the land within the boundaries of the park was of submarginal character and little used for agricultural purposes. The area possessed a large section of one of the most picturesque ranges of hills in southeastern Michigan. Differences in elevation ran well over 150 feet, in many cases the changes being almost precipitous, while in others they were gently rolling. There were many points from which spectacular views might be had for miles over the surrounding countryside. The topography was well suited for picnic grounds, trails, camp sites and winter sports. The hillsides were well wooded, and included many species of native trees. This tree growth was supplemented by masses of wild shrubs, including sumach, dogwood, blueberry, elderberry, and hazel. Many types of wild flowers were found throughout the area.

Four thousand acres of this land we acquired from 1946 to the present time, to form the Kensington Metropolitan Park, one of the largest recreational units in this part of the State. In 1947, a contract was awarded to build a dam in the Huron River, at the south end of the property. This has formed a new Kent Lake, 1,200 acres in extent, and having a shoreline, including the many islands, of twelve miles. This lake, surrounded by wooded hills, broad meadows, and well planned public use areas, is becoming one of the most popular parks in the region. The parkway on the east side of the lake, 4.2 miles long, is a part of the final parkway plan. Consequently, the developments on this side of the lake are restricted to those properly found on such a parkway. The majority of the public-use facilities are located on the west side, with access to them by means of a park drive from the parkway. With the lake as a center piece, those activities depending on water have been developed along the shoreline. Two beaches provide swimming for at least 8,000 people. The beach areas are supplemented by adequate parking units, picnic facilities, drinking water and toilets, and necessary refreshment stands. Boating services are provided to accommodate two types of visitors. A boat rental dock has been built, with one

hundred boats available. In addition, two docks, one completed and one under construction, provide launching and storage space for those people who come to the park with their own boats, and who may want to leave them there for the season. Ramps allow the boat trailers to be driven close to, or into the water. These docks also provide easy access to the lake for the hundreds of ice fishermen who use the area from December to February.

Two types of camping have been included in the facilities furnished. An area of approximately 300 acres has been set aside in the north end of the park, well separated from all other activity, for the use of organizations whose summer programs depend on camping, such as Boy and Girl Scouts. Within the park, two farmhouses have been remodeled to serve as group camps, each accommodating 40 children, and each providing adequate summer and winter quarters for this kind of activity. Bridle trails, scenic drives, picnicking, swimming, boating, winter sports and canoeing are now available for thousands of residents of the metropolitan area within easy driving distance of their homes.

As a part of the general parkway development, the Authority has acquired approximately 1,500 acres of wooded land on both sides of the Huron River between Belleville Lake and Flat Rock. This will be used not only as a right-of-way for 12 miles of the parkway project, but a portion of it, approximately 600 acres, is now being developed as a riverside park. The Huron River, at this point, is a much wider and slower stream than the upper portions. The banks are high and wooded, and with very little swamp land or other unusable portions. In addition to its use as a recreational parkway, the major portion of land will be devoted to picnicking, hiking, and in general out-door activity. This stretch of river valley is the last remaining wooded section in Wayne County and includes some of the most outstanding scenery in the County.

The only other development in which the Authority is now engaged is a 115 acre site located 5 miles southwest of Pontiac and which was donated to the Authority for the use of the public by Mr. Howard B. Bloomer, who is a Director of the National Conference on State Parks, as well as a Commissioner of the Huron-Clinton Metropolitan Authority.

The main features of this park will be picnicking and playgrounds. Although the park will be small in comparison with others, it is located in a section that is widely used by residents of the metropolitan district for recreational purposes, and will supplement other parks already in existence in that vicinity.

It is the ultimate objective of the Authority to provide, in cooperation with other public agencies, parkways and connecting drives leading to and connecting all of the publicly owned recreational areas in the valleys of the Huron and Clinton Rivers. This system would be complete, with the development of a waterfront drive from the mouth of the Clinton River through Detroit

and Wayne County to the mouth of the Huron River.

Land has now been acquired by negotiation in various sections of the development. The Authority is still actively engaged in acquiring rights-of-way for access roads to the Kensington Metropolitan Park, in addition to the 1,500 acres already acquired in the Huron River Valley between Belleville Lake and Flat Rock. The access road to St. Clair Beach consists of a parkway running in an east and west direction about one mile south of Mt. Clemens, extending from Moravian Drive to the park. The road intersects Gratiot, Harper and Jefferson Avenues, all of which are important highways leading from the City of Detroit and vicinity. This 4.7 miles of access road is finished except for paving, and contracts for this work will be let in the spring. It is expected that all pavement will be completed from Gratiot Avenue to the Beach, by July 1, 1950. Construction drawings are also being prepared for a connection between the extension of Northwestern Highway and Kensington Metropolitan Park and extending southwesterly to intersect U. S. 23. This will make Kensington Metropolitan Park accessible from two directions.

The Authority is cooperating with the State Highway Department in the preparation of construction plans for the extension of Northwestern Highway from its present terminus at Orchard Lake Road on the 14 Mile Road to intersect with U. S. 23. The Authority's financial share of this project is 12½ percent of the cost of the plans. The improvement will be constructed by the State Highway Department.

The Huron-Clinton Metropolitan Authority, governed by a board of seven Commissioners, is independent of all other political subdivisions of the State. Its assessments against the five counties are mandatory, within the limits set up by its Enabling Act. With this independent Authority and financial support, it is able to gain the cooperation of other park and road building agencies which have various jurisdictions within its district, and consequently concrete results be obtained.

In the very near future the metropolitan area of Detroit will no longer be at the bottom of the list of highly populated areas in providing accessible recreational facilities for its citizens, but on the contrary will take its place high among the leaders.

The Michigan State Program

By State Senator John B. Martin, Jr., Grand Rapids, Mich.

I greatly appreciate the opportunity to appear before the National Conference on State Parks, not only because the work which you are doing is important, but because I have a genuine interest in that work. We are particularly glad to have this conference here in Michigan, because Michigan has an outstanding Conservation program and its park and recreation area development has proceeded very rapidly in recent years. To draw a clear picture, I want to go back into Conservation history here in Michigan for a quick survey of what has happened in the State. To some of you this history will sound familiar.

Like many States in the Union, we began with a great coverage of the finest pine and hardwood forests. The State stretches from south to north a distance of more than 400 miles, and within that stretch includes land and climate suitable for almost every kind of hardwood and conifer known in the northern States. For many years our big problem was the clearing of land for agricultural use. By 1890 we were at the peak of our great timber harvest. In that year we cut in this State, five and one-half billion feet of lumber. Today we cut less than one-tenth of that amount annually.

In the southern counties farms took the place of forests, but in the north, the land, once stripped of its timber, proved largely unfit for agricultural use. The logging operations in Michigan were carried out according to the lights of the day. All usable trees were cut and the slashings only left behind. Fires of tremendous violence swept through these areas not once, but several times and burned not only the slashings and beginning undergrowth, but all seeds and the very humus in the ground as well. When this process was completed, the land was totally barren and worthless. Not a seed tree was left standing and a thousand years of accumulated fertility was gone. It is easy to say, looking back, that we might have followed some other course which would have preserved our great forests for continuing usefulness and would have prevented floods and erosion, but we did not do so and when the fires were out, there was a long and painfully slow job to be done in reconstituting our great natural resources. The story of how that has been accomplished is to me a thrilling one, representing the work and aspirations of thousands of Michigan's most far-sighted citizens who have helped in the work.

Michigan has a total land area of 36 million acres. About 19 million acres are properly classed as forest areas and about one-third of this is in public ownership today, either state or national. The handling of this great public domain has been one of trial and error. The problem of developing a sound policy with regard to the vast acreage of land which came

into the hands of the State through tax abandonment has presented innumerable problems. Not the least among these was the question of how to develop a program which would be assured of long continuing public support. This was solved in part by the development of the Land Use Planning program carried out by the Michigan State Conservation Department and the United States Department of Agriculture. The purpose of this program, as its name suggests, was to review the soil uses of all land in all counties of the State and to make recommendations as to whether such land should be held in some type of public use or made available for private uses. The findings of the Land Use Planning Committees have been of tremendous value in the subsequent development of our park and recreation area program because they have provided a scientific basis for determining which lands were usable for agriculture or other private purposes and which were best adapted to public recreation of various kinds. Furthermore, because the Land Use Planning Committee in each county was made up of well informed and highly respected inhabitants of that county, public support is greatly increased for any land-use program based on these studies. This is especially true with respect to the land-acquisition program of the Department of Conservation. The decisions which have to be made on acquisition, retention or disposal of land by the State, can at last be based on the impartial recommendations of local experts who in turn can help to explain such decisions.

Our first state forest was established some 46 years ago in the vicinity of Houghton and Higgins Lakes. That is, it was called a forest if you could describe the cut-over, burned-out, blackened, barren stump lands of the area in this way. We started with 34 thousand acres and thereafter from time to time added new "forest areas." At the present time, with the vast additions which have resulted from tax abandonment, we have about 4¼ million acres in state forest land. To this should be added 2½ million acres located in national forests. This is land which could not grow anything as well as it grows trees. Every year, millions of dollars of value are being added to the wealth of the State by the natural process of forest growth. Some of this reforestation has come about simply by letting nature replant without assistance. In other areas, an extensive reforestation job has been done. In 1921, we had planted only about 10,000 acres. The program was just getting underway. Today, we have reforested public lands to the extent of more than 785,000 acres and private reforestation efforts have accounted for another 101,000 acres. There is still a tremendous job to be done. It is estimated that about 800,000 acres of our public land today still needs reforestation. At our present rate it will take us perhaps 30 years to accomplish the job. This is too long, especially when we have the means at hand to do better. The problem of how to get it done faster leads me to another exciting story.

This year in the Legislature, we appropriated $100,000 to advance a program which is just now coming into its own and which promises to do more for Conservation in the State of Michigan than anyone ever dreamed was possible. After an initial trial of two years in pilot camps at Proud Lake and Waterloo, we have established this year four camps for the use of prisoners from our state prisons on Conservation work. Under this program, which I believe can be expanded to include as many as 2,000 men, we are able without competing with private labor and without producing products which would compete with private enterprise, to reconstruct the forest and recreation areas of the State in a way which has never before been possible because both money and manpower were lacking. Today, the Conservation and Corrections Departments of the State have joined hands to produce finer park facilities for all the people, better hunting and fishing for the sportsman and a great continuing timber crop for the State of Michigan. At the same time, the men doing the job are being rehabilitated and made fit for release in society. If you could see the men who are doing this work in the areas where these camps are located and see the good will with which they work and the results they are accomplishing, you would share my enthusiasm.

Under current arrangements, the Conservation Department gives all necessary technical advice and plans the work to be done. The entire supervision of the prisoners in the camps and on the job is handled by the officers of the Corrections Department. The cost of the program is not materially greater than the cost of keeping prisoners in prison. Food costs are slightly higher because of the smaller purchases and preparation in smaller amounts and there is, of course, the initial cost of building the camps. For this purpose we have been able to use some old CCC buildings which the prisoners have dismantled and reconstructed on the new camp sites.

The work projects are varied and numerous, depending upon the physical location of each camp. Old structures on state land are being demolished and the material salvaged for further use. The men are building park roads and trails, putting up tent camps for rental to campers, removing old fences, building new boundary fences, clearing brush, developing lake-shore beaches, cutting fire trails, putting up telephone lines and doing selective cutting in areas where forest improvement is necessary. Included in the program for future work are stream and lake improvement and a broad program of reforestation to be conducted at those periods in the spring and fall when tree planting is possible. On one occasion the men have been used as fire-fighters and this need seems likely to recur in the future. I want to stress the fact that this work is not "made-work." All the projects are constructive and if they were not projects of this kind, the fact would soon show up in the work done by the men, who are sensitive to the fact that they are doing useful things which they themselves may enjoy at some future time when they are released.

One of the major parts of this prison labor program is reforestation. I have already mentioned the size of the job to be accomplished in reforesting public land in Michigan. Of course, the time ought to come in this country when, as in Europe, no man will cut a grown tree without planting a seedling. In the meantime, to catch up with our losses and until we have educated our people to a long range viewpoint, we must step up our public reforestation schedule. With the use of this otherwise wasted labor, we should be able to replant our public lands in ten years instead of thirty. No excuse for delay ought to be accepted.

A reforested State will supply lumber and pulpwood in large quantities for industry, but it means more than lumber alone. Good ground cover slows down water run-off, increases underground water levels and cuts down on floods and soil erosion. High underground water levels are vital to Michigan's industrial development because nearly every big manufacturing plant now requires large water supplies. Indirectly, as well as directly, therefore, reforestation can bring more industry to Michigan.

When the program began, numerous people asked the question, "Will the men really work?" From many guards and conservation people I got this unanimous verdict: "They are the best workmen you ever saw. They work hard and they keep at it because everyone wants to stay here." Last fall the men at the Waterloo camp were offered an opportunity to return to the prison during the winter with the guarantee that they would be returned to the camp in the spring. Not one man accepted the offer. I talked to numbers of them about their work. In every case I got a warm response. "Sure we like it," they said. "It's better than weeding onions on the prison farm and a lot better than being behind the walls."

The second largest industry in Michigan is the tourist industry. We estimate that tourists in Michigan spend more than five hundred million dollars every year. Thousands and thousands of those who tour the State are from other States in the Union and they have come to Michigan because Michigan has been wise enough to develop its natural attractions for the tourist traffic. This in turn has meant that many communities in the northern part of the State, which would otherwise have disintegrated entirely, now maintain themselves and have a thriving community life based upon this tourist trade. We, who believe in this program, look forward to the time when all of the State which is not useful for agriculture or industry, will be developed publicly or privately as one great recreation area for the use of the people.

As we have gone forward with the development of our parks and forests and recreation areas, we have also learned another important lesson—the place to put recreational facilities is close to the people who need them in order to make those facilities of maximum value. We have found that it is not enough to supply recreation and hunting areas at long distances from the

public. While thousands of persons can make use of these more remote areas, many others either for lack of transportation or for other reasons can only go relatively short distances. The development of the Upper Peninsula, therefore, into great forest and park areas does not alone solve the problem of recreation for the southeastern section of the State where more than one-half of the population now lives. This area, which includes the City of Detroit and communities within one hundred miles of that city, takes in approximately eighteen counties. Within the last fifty years while the population of Michigan has about doubled, the population of Detroit has increased seven or eight times. The population of surrounding communities has also expanded rapidly. Surveying the situation, it was found that the citizens of Detroit had far less available in the way of park and recreation facilities than those of any other great city in the country, despite the assistance of city and county park systems. Facing these facts, the Department of Conservation six years ago presented to the legislature and the Governor, a program to provide recreation areas in southeastern Michigan adequate to the need. This contemplated the purchase of approximately 100,000 acres of land near the metropolitan areas at a cost of about eight million dollars. An initial appropriation of three million dollars was made. Under that program we have secured nearly 40,000 acres of recreational land at an average cost of approximately $87 per acre. The areas projected have in no case been fully blocked out, but in every case a substantial start has been made and additional acquisitions can fill in the gaps. It is important to note that these lands have been purchased in areas where the soil is generally not suitable for profitable agricultural development. In other words, they are areas which serve the State much better for public recreation than as farms where the farmer cannot obtain a decent living regardless of how hard he may work. They are areas in which game and fish are rapidly increasing; in which every possible opportunity can be offered to the people of this great metropolitan area for hunting, fishing, camping, hiking and outdoor living. It has been understood for a long time that cities should develop adequate playgrounds. In some instances the counties have undertaken considerable park development, and in the Detroit district, the Huron Clinton Metropolitan Authority has undertaken an extensive park program in five counties. But the idea is comparatively new in Michigan at least, that the State has a broader responsibility than can be carried by the city or county for providing easily accessible outdoor recreation of a more extensive character than can be found in small parks or playgrounds, large enough only for picnics or ball games. In this direction our job has just begun.

We have not yet acquired even half of the land which we need to complete these areas. Completion of this land acquisition plan is a project for the future in which the Department of Conservation, the

Legislature, the Governor and the people as a whole must join. Moreover, it is not only a question of acquiring land. That is only the first step. Once acquired, the land must be developed for recreational uses over substantial periods of time. In any event we are well on our way.

I believe that the people of Michigan are only partly aware of the vast natural riches which this Conservation program today is producing for them. It is a program which requires a real vision of the future. There is an old Spanish proverb which goes something like this, "If someone gives you a cow, you must carry the rope." Here in Michigan, we have been given the cow, or more properly, we have bought it. Now we must carry the rope. We must carry out our broad responsibility to finish this great undertaking which promises health and enjoyment and good living to the millions of citizens of the State, many of whom for the first time are being given a chance to know the outdoors.

Director Drury Outlines Park Service

EDITOR'S NOTE.—At a Joint Session of the American Institute of Park Executives and the National Conference on State Parks, at Detroit, on September 20, 1949, Director Newton B. Drury of the National Park Service made an address which is published in full in the November *Parks and Recreation*. We present here a summary of the services described by Mr. Drury.

The National Park Service contains 174 national parks, monuments, historic sites, and other types of areas in 36 States and the Territories of Hawaii and Alaska, with a total of nearly 21,000,000 acres in Federal ownership. The Service also administers three recreation areas under agreement with the U. S. Bureau of Reclamation. In 1948 there were nearly 30,000,000 recorded visitors to these areas.

One of the troublesome problems is that there are more than 600,000 acres of private and other non-Federal lands within the boundaries of the national parks and monuments, valued at $20,000,000 to $30,000,000. For each of the fiscal years, 1948 and 1949, $200,000 was appropriated to acquire some of these lands. This was increased to $300,000 for the current year; but at this rate it will take from 100 to 150 years to do the job. However, legislation is now pending in Congress (S. 728 and H. R. 1389) which would authorize an acquisition program up to a maximum of $20,000,000 with annual appropriations not exceeding $1,250,000.

In addition to its primary responsibility, *the National Park Service is vitally interested and concerned with the park and recreational programs of other Federal, State and local agencies.* Cooperative assistance in this field is specifically authorized by the Park, Parkway and Recreational-Area Study Act of 1936 and by the Historic Sites Act of 1935. Our interest, however, antedates these acts by many years. In 1921, John Barton Payne, who was then Secretary of the Interior, and Stephen T. Mather, the first Director of the National Park Service, were instrumental in pro-

moting a meeting of the park and conservation people in Des Moines, Iowa, and, as a result of this meeting, the National Conference on State Parks was authorized.

I am sure that you are all familiar with the assistance rendered to the state, county and metropolitan parks by the National Park Service through the facilities of the *CCC program.* Development work was undertaken in 555 of these areas in 47 States. The program was responsible for the development of state park systems in a number of the States which had had little or nothing in the way of state parks before. I am glad to say that these States have carried on by themselves since the abolition of the CCC.

You are undoubtedly familiar with the *recreational demonstration area program* which was begun in 1934. The Park Service, in cooperation with the States, acquired 46 of these projects in 24 States, most of which were developed with the intention of transferring them to the States as units of the State park systems. Thirty-four of these areas, totaling more than 200,000 acres, have been conveyed to the States.

The Park Service cooperated with 46 States from 1936–1942 in making state-wide park, parkway and recreational-area studies which were completed by 37 States, and issued A Study of the Park and Recreational Problem of the United States. Also, under this act, the Park Service, upon request, gives advisory assistance to the States. The Service is authorized to give similar planning assistance to counties and municipalities.

Advisory assistance is also given to other Federal agencies that are concerned with the provision of public recreational facilities. Cooperative assistance with the Bureau of Reclamation and the Corps of Engineers has assumed major proportions since the war in connection with the reservoirs where, with expenditures of relatively minor additional funds, tremendous recreational benefits may be realized. The Smithsonian Institution cooperates in the investigation and salvage of archeological material and the Fish and Wildlife Service in the possibilities of sport fishing. The Service also appraises the effect of each reservoir proposal on existing recreational values.

For somewhat more than a year now, the National Park Service has assisted the States and local communities in the acquisition of surplus Federal properties for park purposes. Applications for surplus real properties involving 34 separate installations having an acquisition cost of more than $6,000,000 were referred to the National Park Service for consideration during the 13-month period ending July 30, 1949. These wartime installations contained approximately 26,000 acres of land, 700 buildings, utilities, roads, and other improvements that were desired for park and historic monument use.

It is estimated that a residue of non-industrial real property, valued at about $249,000,000, will be scheduled for disposition by the General Services Administration

during the fiscal year of 1950. Much of this property will be suitable for public park and recreational development.

The Park Service assists in the acquisition of public domain lands for recreational purposes under the act of Congress of 1926 which permits leasing or selling to the States and their political subdivisions public domain lands that have been classified as chiefly valuable for recreation. Since the passage of the Recreation Study Act of 1936, all applications for such lands have been referred to the Park Service for recommendation.

The Park Service is one of eight member agencies of the Federal Inter-Agency Committee on Recreation. The Committee serves as a clearing house for the exchange of information on policies, plans, methods, experiences, and procedures among the member agencies. The Committee has also stimulated and encouraged the formation of similar committees in the States. Eighteen such committees are now functioning.

The development of a comprehensive and adequate national recreational plan is our aim—a flexible over-all plan that is properly geared with the plans and programs of all public agencies at all levels of Government. Within the framework of this pattern, all agencies could proceed with their own programs with the knowledge that they are not duplicating the efforts of one another and that they could look for mutual assistance in this endeavor. This approach requires an understanding of one another's problems and a willingness to work together. This is the American way.

Rockefeller Lands in Jackson Hole

John D. Rockefeller, Jr., on December 16, 1949, presented to the Federal Government the deeds to 33,562 acres of land scattered over the Jackson Hole country. The presentation was made by Laurance S. Rockefeller, President of the Jackson Hole Preserve, Inc., and the deeds, subject to existing leases, were accepted by Secretary of the Interior Oscar L. Chapman on behalf of the Federal Government and the National Park Service.

Mr. Rockefeller embarked on this generous enterprise more than 25 years ago, when Horace M. Albright was Superintendent of Yellowstone National Park, in order to protect the beautiful Teton Mountains and the guarding glacial lakes from threatened honkytonk development. During the long years of controversy Mr. Rockefeller patiently held the lands, amounting to some 56 square miles, and now the people benefit by his benevolence.

Many illustrated articles have appeared in PLANNING AND CIVIC COMMENT urging the incorporation of these lands in the Monument, and representatives of the Association have appeared at every hearing in Congress when the integrity of Jackson Hole was threatened.

Citizen Action for Community Planning

(Concluded from page 34)

Settlement House. Contest judges felt that these groups showed equal endeavor in many hours of labor transforming dismal, trash-littered, vacant-lot areas into cheerful playgrounds. The prospect of hundreds of children, formerly with no playgrounds, now off the streets, figured strongly in the opinion of the judges. All of the prize winners had accomplished significant improvements. The contest was launched as a result of the original demonstration of "Yardville, U. S. A." in Philadelphia, when 15 back yards that lined an alley off Luzerne street, between Marshall and North 7th streets, were transformed into a series of cheerful outdoor living spaces. The judges were: Mrs. Mary Davies Gillies, Architectural and Interior Editor, McCall's Magazine; Mrs. F. H. Hottenstein, Secretary Citizens' Council on City Planning and S. B. Zisman, Executive Director; Mrs. Edwin T. Overton, Chairman, Philadelphia Yardville Committee; Henry F. Riebe, landscaper of the original Yardville.

The Poughkeepsie Area Development Association culminated the activities of the summer with the issue of a comprehensive factual report on the condition of and need for housing in the City of Poughkeepsie and the adjacent towns. This is the Association's first area-wide study.

A second basic portion of the Association's program for the past several months was the non-partisan analysis for the benefit of the general public of recent charter amendment proposals sufficient to convert Poughkeepsie's government from a mayor-council-multi-board system to a council-manager arrangement. These amendments were approved by referendum at the November election.

Looking into the future, among the reports the Association expects to issue almost immediately are studies of Poughkeepsie's city finances, traffic problems and area-wide population trends. In addition, the Association is soon to launch a publicity, membership campaign.

The St. Louis General Council on Civic Needs is assisting in the adoption of a revised zoning ordinance. The Board of Aldermen, which has been considering the measure, has just concluded a series of public hearings on the proposed general revision. This general revision was prepared by the City Planning Commission with the advice of representatives from the St. Louis Chamber of Commerce, the League of Women Voters, the Real Estate Board and the Council, who, meeting for more than fifteen months, reached a general agreement on the provisions to be incorporated in the text as well as in the maps accompanying the text. Following this conclusion, the measure was introduced in our Board of Aldermen, but was permitted to lapse when the Aldermen went out of session on the 1st of April. It was subsequently introduced into the Board under another number and this was the measure on which public hearings were just recently held. The Mayor has recently come out in favor of the measure, providing some changes are made in the maps and, this

generally, is the position of organizations which participated in the general discussions leading to its preparation.

The Council has also been very much interested in the work of the Board of Freeholders, which is now considering the preparation of a new charter for St. Louis; this being one of the most important topics before the City, the Council is giving close attention to the discussions and decisions which will have such a vital influence on the future development and growth of this community. The Board of Freeholders must make a decision by April of next year on whether or not to prepare a new charter or revise the present one.

The San Francisco Bay Area Council, Inc., has issued a report on air pollution in the Bay Area, prepared at the request of the Bay-wide Conference of Supervisors, composed of various Boards of Supervisors from the nine counties comprising the Bay Area. Two general recommendations are made:

(1) The establishment of a Bay Area Air Pollution Group or Waste Disposal Group, made up of authorities in sanitary and industrial engineering from industry, government and private or public technical agencies to serve as a clearing-house of technical information and to give assistance and counsel;

(2) The establishment of voluntary community programs in which operators of industry, commercial buildings and multiple dwellings as well as the general public cooperate with local governments to reduce any existing or potential "smog" nuisance which is controllable.

The basic policy advanced in the Council's report is that those sources of smoke and other pollution which can be eliminated should be controlled by voluntary action of civic, industrial and other responsible community organizations at this time. It is pointed out that local industries can be grateful for the volume of fresh unpolluted air in the Area available for dilution of gaseous by-products.

The Council offered to create such a group as part of its program for civic and economic development of the Area.

The Southern California Planning Congress, through Charles H. Diggs, President, reports that the *Garden Grove News* on November 23, 1949, printed the legal notice of amendments to the Basic Land Use Ordinance No. 351. There are 16 maps covering the entire unincorporated territory of Orange County —approximately 720 square miles. The ordinance became effective December 9. Under Section 17 Architectural Supervision Districts may be formed on petition of the owners of record of not less than 66 percent of the property by area to be included in the district.

Future Springfield, Inc. (Springfield, Mass.) about a year ago released its study of the local building code entitled: "The Springfield Building Code: An Evaluation Study." As the name implies, this was an evaluation of the code, with recommendations for changes, rather than a revision of the code.

The Springfield City Council has recently appropriated the sum of

$7,000 to be used by the City's Code Revision Committee for consultant services and clerk hire. This means progress toward the ultimate modernization of the present code, sparked by the Future Springfield original code study.

Washington, D. C. The Committee of 100 on the Federal City of the APCA joined with the Washington Chapters of the American Institute of Planners, the American Institute of Architects and the American Society of Landscape Architects to hold a dinner meeting at the Dodge Hotel on Monday, December 5, 1949, to hear from officials of the Housing and Home Finance Agency concerning the program under the recent legislation.

The Committee also held a business meeting in the Union Trust Building on Friday, December 9, at which the members of the National Capital Park and Planning Commission were guests of the Committee. The agenda included a progress report on the Planning Commission reorganization bill (S. 1931); report on the Sasscer Bill; report on tree and landscaping situation in the District; bridge across the Anacostia River; proposed national memorial on the Nevius Tract adjoining Arlington Memorial Cemetery; and plans for the Sesquicentennial Planning Conference to be held in Washington May 12–17, 1950.

Blue Ridge Parkway, Roanoke, Virginia

By STANLEY W. ABBOTT, Formerly Superintendent and Resident Landscape Architect

Back in the early thirties when the nation was casting for public works, a group of road-minded Virginians laid a relief map on a desk in Washington. Presently a pencil stroked a peremptory line across Virginia—North Carolina as well! It ran from the Shenandoah National Park which protects a northerly portion of the Blue Ridge Mountains, to the Great Smokies, also a Federal wilderness park. The mark was nearly 500 miles long. It will have cost many millions in Federal and state monies before it finally is fitted like a seven league boot to the foot of the American motorist. The roadway, it was said at the time, shall be a parkway and its reason for being, the scenery.

This is an inclusive assignment in the Southern Highlands, for here is a country of many colors. Some of the pigments are strong as nature put them there and some have been changed by two centuries of man upon the land. Mountains range toward 7,000 feet. Hollows are steep, and equally characteristic for they give shape to the long finger ridges which everywhere clutch at the nearest mountain or each for the Piedmont Plains to the east.

The geological evolution of the Blue Ridge has been long and turbulent. It came into being by great pressures within the earth's surface. The early part was a matter of lifting layers of rock, a load that slipped and shifted and broke apart and had to be lifted again and again. No wonder the ensuing ages of wind

and rain have only mellowed, not erased, the marks of the stern process. Cliffs, chasms, sharp declivities form the backbone of many ridges and fix the place of water courses. The country was richly forested when the Indians roamed it. In part the primitive forests remain, but in larger part they have been lumbered at one time or another and left to regenerate. The woods have two distinguishing qualities. There is the abundance of flowering trees and shrubs; native azalea and rhododendron are superb. Then there is the quality of no forest at all, the paradox of the clearings within and very much a part of the forest; open, grassy clearings cropped close by sheep and cattle, clearings being tilled or lying fallow, clearings abandoned and slowly closing in with broomsedge and seedling pine. Narrow dirt roads writhe between rail fences and lead up to gray barns and cabin dwellings. These are the hill farms of the highlanders.

The thought of a modern road through this polychromatic countryside is disturbing. No one has motored in America but knows what changes follow in the wake of the tourist and his dollar. Billboards loom. Hot dog places fashion roofs after ice cream cones. Gas emporiums compete for brilliance. Even respectable houses hang out a tourist sign, add a porte-cochere, and sink into architectural oblivion.

Such things could quickly tame this last frontier in the East that has held against the 20th century. But it was in the specification that the road was to be a parkway, the same device of planners that is now familiar in metropolitan areas, only adapted to the rural region. Accordingly, land buyers of the two States set about it to acquire a strip of land averaging 800 feet wide or more along the chosen route. It meant long hours on cracker barrels in country stores and treks up steep trails to trade with the wily mountaineer. Some highlanders welcomed the coming of "the scenic." On one occasion a patriarch, approached while at work in a steep field, stood long, saying little but all the while scuffing thoughtfully at the thin soil. Clearly he was retreading the furrowed years behind the peg tooth harrow gee-hawing at past generations of oxen (neither poorer nor fatter than the yoke which stood by). He must indeed have thought back half a century to when he'd prepared the "new ground" but at length, a twinkle wakened in his eye, he looked up, "bin a-working this hyar piece well onto eighty yars and ah never knew what this mount'n was fur," he said, "an' now ah know it's fur to put a road on it." Other folk held hard to the homes of pioneer forebears and took the matter to the courts, "a-lawin'." These were comparatively few and gradually the Parkway collected a variety of the highland scenes like a museum; panorama, woodlands, clearings, old structures. The planners for the Government had seen to it that the road should be placed to take them in. Up the steep trails went engineers of the Federal Bureau of Roads to survey, cross section, and plot the geometry of road cuts and fills. Contractors moved in with Diesel power and 300 miles of roadway were leveled before the project was shut down for the war.

Last year they took up their digging again, and the big central section between Roanoke, Virginia, and Asheville, North Carolina, will be ready for the vacation motorist during laurel bloom in the spring. Resort towns through the mountains are brushing up. Some tourist facilities will be ready along the Parkway proper in conjunction with picnic and camp grounds.

From the viewpoint of the motorist the road will be found a good one, paved two lanes wide. The curves are broad and grades are moderate. Dangerous crossings of the transmountain highways have been avoided by stone bridges. Truck traffic is prohibited. Those who generally travel by the low roads will be interested in the heroic grading, the viaducts, tunnels, and retaining walls, which had to be used in many places to subdue the rough terrain. However, the earthwork and the modern structures are pretty well relegated to the background by a careful landscaping and the benediction of time.

The business of preserving the various scenes along the route has much concerned the planners. The control afforded by Government ownership of the land was only a beginning. Many objects in the pastoral museum were perishable and some began to deteriorate as soon as dollars paid for the land went into circulation. Autos appeared on farm lanes where only sleds with hickory runners had gone before. Fences shone with a first coat of whitewash. The checkerboard linoleum, the bottle caps on the counter at the crossroads store, and the bewhiskered men who pondered over them on rainy days—these have retired to the back room, crowded out by the early tourist. Many of these changes must be accepted, even welcomed, for it's pride stirring in the good folk. It simply transfers to the National Park Service the obligation to preserve the perishable part. This is handled in the Williamsburg manner, though with a modesty which is fitting. The collection on folk culture is complete but you get it here, there, and a piece down the road in a kind of elongated showcase.

There are typical mountain farms like the Carolyn Brinegar place at ease in a new permanence among the rhododendrons in Bluff Recreational Area, North Carolina. The dwelling will have its spare furnishings back and the porch rail has been prettied again with geraniums in lard tins. The spring house, the keep cellar and the fruit drier have a capable look, and impaled nearby is a patch of flax. A mountain woman sits within, or will one day soon, and works the treadles on Carolyn's hundred-year-old loom.

The homespun from the loom will be sold at Parkway gift shops along with sorghum molasses, sourwood honey, aromatic herbs and oddments of native handicraft. Souvenirs of a world's fair variety won't be stocked!

In Virginia by the side of the road is the home of Arlena Hawks Puckett. Her life story is legend through a dozen hollows and the cabin makes a right place for the telling. Aunt Arlena lived the full measure of a century and two years more. Midwife, and devoted to her

work, she left her fireside many a wintry night with the aid of a lantern along steep and stony trains to a cabin sickbed. She is said to have brought a thousand children into the hills. None of her own twenty-four lived beyond infancy.

Another giant was Simon Scott who styled himself "Simon the Tanner." For all of his eighty-six years he was still tanning leather by hand when the power shovels ground a great road by his door. For all of competition with the mail order houses, he cobbled shoes up to the time of his death in 1945. And any day you could find Simon shaping a shoe on a piece of apple wood fashioned into a last. Shoes for the plowman, he used to say, have to be sturdy, but there's a beauty can be put in a dressy shoe with a calfskin top and buttons for milady. They showed too, Mrs. Scott admitted, when a body rode sidesaddle into the church lot of a Sunday.

Simon's leather plant and shoe factory aren't far from the Elias Mabry Mill, and together they fulfilled the whole industrial requirement of this particular mountain. Mabry combined gristmill and sawmill under one roof of riven shakes (laid arm's length to the weather). Under another shed, the miller became a smithy, also a wheelwright. Between times he was a farmer. An inspection of the workings, as will be permitted under the guidance of a caretaker, throws a good deal of light on how he managed it. For example, from one seat of fixed position in the sawmill he could reach a half dozen critical levers. One controlled the flume gate just over the wheel. Another threw in more power from a branch stream up the hollows. This was contrived of baling wire and referred to as the telegraph. The other levers were a rude gearshift, clutch, and brake which none the less effectively disciplined the progress of the log through the circle saw. Never the sparrow in his part of the Blue Ridge, but Elias knew it.

Place names through the highlands are so nicely right that not a syllable nor a spelling should be changed. Who could improve upon the situation that Simon the Tanner lived out the evening of his days at Meadows of Dan? What is more fitting than sheep grazing in Sweet Annie Hollow?

Brooklets in the Blue Ridge are called branches. Streams somewhat larger are creeks or runs, many are named after wild game which had so much to do with the early settler, like Bearwallow Run, Wildcat Creek, Possum Branch. Family names account for others of the creeks and mountains. The village at the crossroads too becomes a Rake's Store or an Absher's Post Office, infallible clue as to whom you see about anything and everything with in the provincial life of any particular circle of hills.

In New England, breaks in the ridges are called notches; in the West, passes; but in the Blue Ridge, gaps. Craggy Gap, Elk Pasture Gap, Air Bellows Gap, where you feel Kipling's "windy rift where the baffling mountain eddies chop and change."

Fox Hunters Paradise is truly this side of the celestial regions, in fact just south of the Virginia-Carolina line. The spot is a sudden rise on the

end of a lead ridge and so situated above the bottom lands as to be "right smart for a-hearin' of the hounds." There about an open fire the mountain men used to "set and know whar the chase were just by the bugle of this'n put and that'n." (Tom Sawyer proved this could be done, of course.) Once visited on a frosty night, "paradise" seems quite right.

The most fragile quality of the Southern Highlands is the cleared land of the hill farm, for all the force of a hungry forest broods over each sunny spot of soil. No more artificial condition could be imagined than a young woods growing up on two sides of the road, bisecting the managed landscape, erasing the patchwork pattern of the fields, screening the blue serrated line of far off hills. Title to a wide right-of-way was an incomplete plan of conservation, so the park people made long range agreements for the neighboring farmer to work the land, after plans for crop rotation suggested by the Soil Conservation Service Division of Hillculture. Lime and fertilizer were spread, miles of split rail fences moved up to the Parkway road. Now corn grows, cattle feed, and hay settles in the rick much as before, only with greater profit to the farmer. The Government has a new source of income and costs are less for upkeep of the roadside.

The preservation of natural features is a familiar matter in National Park areas. Forest fire fighting, exclusion of commercial interests, and patrol for vandalism are whole subjects in themselves. No space is here given to a description of the Parkway's wild areas, but the new road through the Blue Ridge encompasses many and provides an easier way to come of the finest in the whole of the East. The Shenandoah and the Great Smokies are at either end. En route are five divisions of the U. S. Forest, state parks, game preserves, and the Cherokee Indian Reservation. Foot trails, including Virginia sections of the famous Appalachian Trail, tie into the Parkway at numerous points. Other woods are pathless, left for the park visitors who prefer the lonely estate of nature. Here in these quiet pools of space is the finest inspiration of all.

Yes, the Southern Highlands are a composition of many colors. Not all are fast. Others will take on richness through the years. It's a strange alchemy that has been tried with the hills and hollows for a dye pot—a roadway for a fixing agent. Yet some believe a certain magic has been worked.

IN MEMORIAM

L. DEMING TILTON

1890-1949

The death of L. Deming Tilton, widely known planning consultant, occurred suddenly in San Francisco, California, on October 20. He was a native of Pana, Illinois, graduated from the University of Illinois in

1915 and began his planning activity with the firm of Harland Bartholomew and Associates in St. Louis. Prior to becoming Director of Planning for the City and County of San Francisco, he was for 15 years planning consultant to Santa Barbara. Since 1938 he has been lecturer in the departments of architecture and political science at the University of California. In March 1948, he began his study of Palo Alto's master plan. He served as planner for many California cities and towns.

Since 1937, Mr. Tilton has served as a member of the Board of Directors of the American Planning and Civic Association. A resolution of sympathy from the Officers and Board has been sent to Mrs. Tilton and his two sons, Peter Tilton of St. Louis and Roger Tilton, a graduate student at the University of Iowa.

LEBERT H. WEIR
1878-1949

Lebert H. Weir, pioneer leader in recreation in America, died on November 13 in Indianapolis, Indiana at the age of 71. Born in Scottsburg, Indiana, he attended the University of Indiana and was graduated in 1903. He took post graduate work at Leland Stanford, the University of Cincinnati, and studied park and recreation developments in Europe as an Oberlander Fellow. For five years he was head of the Juvenile Court in Cincinnati where his close contact with juvenile delinquency convinced him of the need for adequate play and recreational facilities. In 1910 he left Cincinnati to become the first field representative of the Playground Association of America, now the National Recreation Association. His activities were numerous, in cities, States and on a nation-wide basis. He was recreation adviser for a time to the National Resources Planning Board.

"Parks, a Manual of Municipal and County Parks," Vols. I and II published in 1928, was edited by Mr. Weir, who directed the study. This stands as a classic reference work for those who are promoting the development and use of parks. His book, "Europe at Play" was published in 1937.

Mr. Weir held membership in both the American Planning and Civic Association and the National Conference on State Parks over a period of years. He was a member and Fellow of the American Recreation Society and a Senior Fellow of the American Institute of Park Executives.

HERBERT V. JONES
1879-1949

Mr. Jones, who served as Chairman of the City Plan Commission of Kansas City for more than 20 years, died August 27, after an extended illness. He has been a member of the American Planning and

Civic Association for a long period and was one of the first city planning heads in the Nation. He was extremely active in civic affairs and helped to administer the multi-million dollar William Rockhill Nelson trust in Kansas City.

CRISPIN OGLEBAY

1876-1949

The death of Crispin Oglebay, Great Lakes shipping, coal and ore magnate, occurred on October 23. Formerly a member of the Board of Directors of the American Planning and Civic Association, he held membership in both the Association and the National Conference on State Parks. A prominent Cleveland financier and banker, he was the son of Col. E. W. Oglebay, who made a gift of extensive acreage to the city of Wheeling, West Va., now named Oglebay Park. Mr. Oglebay left half of his large estate for the maintenance of public educational and cultural facilities at or emanating from Oglebay Park. The value of the estate was put "in excess of $1,000,000" by the executors and was bequeathed to the Cleveland Foundation with the proviso that half be used for Western Reserve University where Mr. Oglebay served as Trustee.

He was a bachelor and is survived by his sister, Miss Kate Oglebay.

THOMAS P. MORGAN

A member of the Committee of 100 on the Federal City, Thomas P. Morgan, died on September 8 in Washington, D. C. Mr. Morgan had been mentioned as a possible appointee as one of the District of Columbia Commissioners.

He was descended from distinguished Colonial ancestry, a maternal ancestor, Thomas Johnson, the first governor of Maryland having nominated George Washington to the presidency. On his paternal side, Col. Morgan Morgan of Virginia was the friend and business associate of George Washington. Gen. Daniel Morgan was one of the first three District Commissioners and the builder of the Connecticut Avenue estate, Oak Lawn.

Mr. Morgan was a member of the Board of Trade and numerous civic organizations.

BERNHARD HOFFMAN

Abounding in spirit, Mr. Hoffman worked for civic art, city planning, roadside beauty, better homes and many other cultural causes close to his heart. His death occurred July 7, at his home in Stockbridge, Mass., the town of his boyhood. He lived a large part of each year in Santa Barbara and through the Community Art Association helped to create public opinion for good and appropriate architecture for Santa Barbara which has become one of the most attractive small cities in

the United States. Mr. Hoffman participated in the preservation of ancient adobe buildings of Spanish-Colonial times, encouraged the design of Spanish architecture founded on early Spanish precedent and restored the famous de la Guerre adobe featured in "Two Years before the Mast."

Recent Publications

Compiled by Dora A. Padgett, Librarian, APCA

American Municipal Association. A National Program for American Municipalities. Chicago, the Association [1949] 10 p.

Baltimore. Planning Commission. The Basis for a Master Transportation Plan. Baltimore, the Commission [1949] . 31 p. il., maps, photos.

Bassett, H. Y. What Does Industry Expect of a Community? University, Ala. University of Alabama, Bureau of Public Administration, 1948. 19 p.

Brookhaven, N. Y. Planning Board. Rules and Regulations for the Subdivision and Platting of land. Brookhaven, N. Y., the Board, 1948. 23 p.

Carpenter, H. Daniel. The Neighborhood—Grass Roots of American Democracy. [N. Y. Society for Ethical Culture, 1948.] 27 p.

Cleveland. Regional Association. Official Survey and Mapping Committee. Cleveland Regional Geodetic Survey. Cleveland, the Association, 1949.

——————— An Inventory of Vacant Residential Land. Cleveland, the Association, 1948. 29 p. maps.

Commonwealth Club of California. Decentralization of Industry and Populations. San Francisco, the Club, 1948. 71 p. mimeo.

Fisher, Ernest M. The Study of Urban Land Use Problems. N. Y. Columbia University, 1949. 4 p. mimeo.

Howard, Edith Foster. Riverfront, the Protection of Municipal Waterfronts in Tennessee. Knoxville, Division of University Extension, University of Tennessee, 1949. 59 p.

Municipal Yearbook, Vol. 16, 1949. Chicago. International City Managers Association, 1949. 582 p. tables, charts.

New Hampshire. State Planning and Development Commission. Study of the problems of small towns. Concord, N. H. The Commission, 1949. 19 p. maps, charts, tables.

U. S. Census, Bureau of the. Cooperative report. Graphic Summary of Land Utilization in the United States. Washington, Government Printing Office, 1947. 37 p. maps, tables.

U. S. Housing and Home Finance Agency. Summaries of principal provisions of bills providing for direct federal loans for the construction or purchase of housing . . . through May 25, 1949.

STATEMENT OF OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933, OF PLANNING AND CIVIC COMMENT published quarterly, at Harrisburg, Pa., for October 1, 1949. Washington D. C. ss:

Before me, a Notary in and for the State and county aforesaid, personally appeared Dora A. Padgett, who, having been duly sworn according to law, deposes and says that she is the Managing Editor of the Planning and Civic Comment, and that the following is, to the best of her knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulations, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor and business manager are: Publisher: American Planning and Civic Association and National Conference on State Parks, 901 Union Trust Building, Washington, D. C.; Editors: Harlean James, Flavel Shurtleff, Conrad L. Wirth, 901 Union Trust Building, Washington, D. C.; Managing Editor: Dora A. Padgett; Business Manager: None.

2. That the owner is: American Planning and Civic Association and National Conference on State Parks, 901 Union Trust Building, Washington, D. C.

3. That the known bondholders, mortgages and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

DORA A. PADGETT
Managing Editor

Sworn to and subscribed before me this 27th day of September, 1949

REGINA C. MCGIVERN
Notary Public, Washington,

(My commission expires Feb. 14, 1954)

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1950 Planning Conference

Washington, D. C.

May 12-17

Appropriate Commemoration of the one hundred and fiftieth anniversary of the occupation of the Federal City as the seat of the National Capital in the year 1800 was authorized by the 80th Congress when it established the National Capital Sesquicentennial Commission to formulate and implement plans for a celebration.

In response to invitations "to the States, Territories, the District of Columbia, departments and agencies of the Federal Government, the governments of other Nations and various civic bodies, organizations and agencies" to join in the celebration, the American Planning and Civic Association in collaboration with the Joint Committee on the National Capital, will hold its National Citizens Conference on Planning, as a feature of the Sesquicentennial, in Washington D. C. on May 12-17, 1950, with headquarters at the Statler Hotel. The Conference will be conducted by the American Planning and Civic Association, with the American Institute of Planners cooperating. The Committee of 100 on the Federal City will invite other local groups to act as hosts.